

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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RICHARD H. EDMONDS,  
Editor and General Manager.

THOMAS P. GRASTY,  
General Staff Correspondent.

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BALTIMORE, APRIL 21, 1899.

### Pointers in Advertising.

Nothing indicates the value of a newspaper as an advertising medium better than acknowledgments by advertisers that they derive benefits from keeping their names and their business before the public, and by readers that they regard the advertising columns as reliable guides in making their purchases. The Manufacturers' Record has recently received letters from both classes of its friends. They are worth reproducing.

As an illustration of the value of the information published by the Manufacturers' Record in giving prospective purchasers of machinery the opportunity of securing information from manufacturers in different parts of the country, and thus getting the best machinery at the lowest prices, the Brookshire Cotton Co. of Brookshire, Texas, in a letter to the Manufacturers' Record, referring to the announcements made in its columns that the company would build an extensive cotton gin and round-bale plant at Brookshire, writes:

The notice published in your paper relative to this matter rendered us valuable aid in procuring favorable figures on all material required for the erection of this plant. Please accept our thanks and high appreciation of the value of the service you have rendered us in this case.

From the advertisers' standpoint the following letters to the Manufacturers' Record are of interest:

A. Standish, Capital City Machine Works, Columbus, Ohio:

I think we are getting better results from the Manufacturers' Record than any we have advertised in. We are getting letters from Russia and Germany which refer to your paper. Our machine is used by but a limited class of people, and, of course, we cannot expect as much as if we made a class of goods that went to everyone. Compress men are done with the last season's crop, or virtually so, but by keeping our advertisement going we hope to get a better trade next fall. We have shipped quite a number to Russia this spring.

Empire Paint & Roofing Co., Philadelphia, Pa.:

We are in receipt of a communication from Belgium asking for samples, catalogues, etc., of our goods, stating that they had been induced to do so by our advertisement in your publication. We have also received a similar communication from Japan. While it did not state it came through your paper, we cannot conceive any other way they may have obtained the information regarding our business.

Mr. T. S. Golden, secretary and treasurer of the Golden's Foundry and Machine Works of Columbus, Ga.:

We desire to state that our business is in a very prosperous condition. We have for several years been very busy, and at present are to our utmost capacity to fill orders. We believe that the advertisement put in the Manufacturers' Record, together with the Bulletins you furnished us, have been a great help in building up our business.

Messrs. Alber & Byrne, civil, mining, bridge and mechanical and consulting engineers, Birmingham, Ala.:

We return the contract sent for one year, as we think we receive value for the outlay by keeping our name before the public in your paper.

Mr. A. F. C. Cramer, president of the Consumers' Coal Co., Charleston, S. C.:

I consider that the Manufacturers' Record does more good for the South than any other paper in Uncle Sam's domain.

Mr. G. H. Peacock, secretary and treasurer of the Peacock's Iron Works of Selma, Ala.:

We cannot praise your paper too highly.

### Arkansas' Interests Stirred.

A convention of one thousand men representative of the best interests of Arkansas met last week in an effort to induce the legislature to modify the drastic provisions of its anti-trust laws. The convention adopted a preamble and resolutions as follows:

Whereas, The need of prosperity in this State is sadly felt, and this cannot be obtained unless the inflow and outflow of capital is left free and untrammelled, and the means of protecting the property-holder and the business man are properly secured by insurance upon the best procurable terms, and these liberations affect every person in the State of Arkansas; and,

Whereas, Recent legislation, as it affects fire insurance in the State of Arkansas, bids fair to prostrate all of the material interests of its people and to drive from its territory the limited amount of capital and credit now there, and to still further depreciate the values of all real estate, and mining and other natural and other resources within its confines, which should have encouragement to develop them; and,

Whereas, This matter is so seriously impairing our conditions and imperiling our future as to excite the reasonable apprehension of the State Board of Trade and the social and industrial interests which it represents and which it was organized to advance; now, therefore, after mature and earnest deliberation first had, and with the sincerest purpose of arriving at the soundest conclusions, irrespective of any class interests, it is

Resolved, by this convention: First—That as regards all legislation to prevent pools, combines, associations and the like, to arbitrarily fix the price or quantity of commodities, as necessary for the welfare of the people of the State, and the maintenance of individual character.

Second—That this legislation should not be carried so far as to defeat the good of our people, nor so far as to reverse the settled policy heretofore existing for the protection of the people, where no interest nor person in Arkansas is in any manner benefited by this change.

Third—That the act of the general assembly of the State, recently passed, to prevent pools, trusts, etc., having been construed to debar all insurance companies from doing business in the State who are members of any underwriters' board or rating bureau, to fix rates upon property in other States, is not, in any respect, required or justified by the needs of our people or property, it has tended toward a reversal, and it is reversing, the policy of the State,

a policy which hastened to secure to our people the best and most reliable insurance companies, and the writing of insurance under such conditions, relating to bonds and service of process, as would secure to the assured a certain recovery, in the courts of his own county, of the loss sustained.

Fourth—That not only has this legislation unnecessarily destroyed the value of property painfully acquired by many of our worthy fellow-citizens, and has already reduced some to beggary (which we deeply deplore), but it has materially lessened the credit power of the people, curtailed the capacity of our business men in the handling of cotton and other products, in the extension of loans and the carrying on of a safe business, and has left the householders of the State in a condition of such dependence upon irresponsible companies as to promise, in the near future, so alarming a condition of affairs as will lead to the most widespread panic and depression that this State has ever witnessed.

Resolved, further, That the tide of progress which we had hoped would reach in its march from ocean to ocean is passing us by, and that extravagant steps to cure evils are endangering that development which for many years has been our hope by day and our dream at night, and that we do not threaten nor command, but that we implore our general assembly to amend this law.

In response to this conservative request the house endeavored to table the communication, though it afterward consented to the formality of receiving it, and the senate consented to its equally formal reference to a committee. But that was not all. A certain member of the house had attended the convention and made a speech. He was reported as saying that the business men of the State had no representatives in the legislature, the trouble being "that whenever political questions come up the business men stood aloof and took no part, the result being that embryonic statesmen were sent to the legislature." He advises that intelligent, progressive persons be sent to the legislature, and said: "If you do not take more interest the State will go to the devil." Of course the house, as was naturally to be expected of it, at its earliest opportunity censured Mr. Wood, on the ground that his language was "untrue and uncalled for, and that he had no cause to make such statements as are attributed to him, and that we denounce such actions on the part of a member of the house as unbecoming a member of this body." This act excited the indignation of the Arkansas Gazette. That paper has been exceedingly kind to the legislature. It has thanked that body for passing the new capitol bill, and intimated in hopefulness in advance of the business men's convention that when they should make it plain that a law operated against the very interests to be protected that there would be no hesitation on the part of the legislature to grant any reasonable request that might result in the undoing of the wrong. The vote of forty-three ayes to thirty-three nays censuring Mr. Wood for expressing his opinion as to the character of men who should be selected as members of the legislature has, however, led the Gazette to say:

The vote of censure can only be construed as a blow against exercising the

right of free speech. The constitution grants the right of petition and the right of free speech, and the present legislature is the only one in this country that has exhibited a disposition to ignore both and within the narrow limits of a week.

This is not a very severe criticism, but perhaps it may be regarded as stronger when taken in connection with the attitude of the business men of the State. It can be made effective if the Gazette and the business men follow the suggestion of Representative Wood and begin immediately a campaign which will result in filling the next legislature, not with men who would burn down a house to prevent it from being injured by a fire, as it were, but with men who realize the magnificent possibilities of Arkansas, and are intelligent enough to frame legislation accordingly.

### The Industrial Campaign.

The waxing movement for the encouragement of the young men of the South to prepare themselves for the enjoyment of their real heritage has been strengthened by four speeches recently made in different States. All the speeches dwelt upon the necessity for greater attention to be given to industrial training. The general theme was discussed at Dallas, Texas, by Prof. Calvin M. Woodward of St. Louis, a national authority upon questions relating to industrial training. He pointed out the change in educational ideas that had occurred during the past century, and the more recent agitation in favor of an education that means not simply culture, but an equipment for practical life. He acknowledged the importance of mental activity, but contended that that activity should find vent not only in mere culture, but in aiding those who work with their hands to participate in the building and managing of railroads and cities, and the reconstruction of everything that needs reconstruction.

A few days later Professor Walker of the Mississippi Agricultural and Mechanical College, in an address before the school teachers of the State, made a strong plea for technical training as the proper education for Mississippians. By technical education he meant such a training of the young men of the State that they shall become skilled scientific agriculturists and mechanics. He showed that there was hope for Mississippi along the mechanical line, and that the development of this side of its life in the establishment and conduct of manufacturing establishments would increase the opportunities for scientific agriculture.

In an adjoining State, Louisiana, Mr. H. H. Hargrove, who, as a special representative of the New Orleans Picayune, has recently done so much to interest the people in the lower Mississippi valley in the textile industry, addressed the State Industrial School on the advantages of industrial education to the factories in Louisiana, his contention being that, to reap fully the possible opportunities in the cotton-

manufacturing industry, the young men of Louisiana should be prepared by industrial and textile education.

That speech leads directly to one by Mr. D. A. Tompkins of Charlotte, N. C., at Jackson, Tenn. He said that the South is in a transition state; that adverse conditions have passed, and that one of the means of enjoying to the full the new opportunities was not the reduction of the cotton crop, but the manufacture of the crop at home. Assuming that the average Southern State produces 1,000,000 bales of cotton, they would yield at six cents \$30,000,000. He showed that if made into cloth, worth an average of eighteen cents, the yield would be \$90,000,000, a profit to the State of \$60,000,000. This profit, he contended, would be almost entirely in the shape of money coming from abroad or other parts of the country; that much of it would be distributed to Southerners in the form of wages, a large portion of which would go to the farmers for foodstuff. He estimated, and estimated correctly, that there were sufficient idle people willing to work in the South to furnish 1,000,000 operatives in cotton factories. The steady employment for even that number would be not the least blessing conferred upon the South by greater industrial activity.

Mr. Tompkins has long been a missionary in the propagation of the gospel clearly enunciated in his speech. His practical grasp of the situation, his intimate acquaintance with important facts and his broad view of the future fit him to be a prophet of the South's industrial future and a prophet able to contribute much to the fulfillment of his prophecy.

#### For Local Enterprises.

"Invest your money in local industries" is the general text from which leading newspapers are preaching with greater and greater force and frequency practical sermons to the men of their respective communities who have been fortunate enough to become capitalists to one degree and another. For example, the Nashville American, not content with what its city has already achieved as a manufacturer, is urging its readers to greater efforts. It says:

We have a successful shoe factory here. Why should we not have half a dozen? Additional shoe factories would not hurt the one we now have, but would make Nashville noted as a shoe manufacturing town and would bring buyers here by the score, as our buyers go to Boston. We have three fertilizer plants, but we should have a dozen. We have the richest phosphate fields in the world at our doors. Why not ship away the useful article of commerce instead of the crude ore? We have several woodworking plants. Why not twice the number? We have the lumber. Nashville ranks near the top among the hardwood lumber markets of the country, and we ship carloads of it every day, but why not in the shape of sash, doors, blinds, furniture and the thousands of articles which are made from lumber instead of in the raw material. We have one establishment here for the canning of fruit, a packing-house, cotton mills, a woolen mill, clothing factories, stove factories, etc., but why not more? Assuredly there is more profit in producing than in the mere selling, the middleman's profit.

These remarks, due to the gratifying results of local interests in local enterprises at Richmond, Va., are echoed in other communities similar to Nashville, and in those States where industrial life is yet inchoate. These have another example than Richmond, and one which offers a working model for citizens of towns which may be at a loss as to the best mode of procedure. Several weeks ago the Business Men's

League of Atlanta established an industrial bureau, which, according to the Constitution, has already at its disposal nearly \$250,000, offered by capitalists of that city for investment. The bureau is in reality a clearing-house where feasible business propositions may receive practical money aid in sums ranging from \$5000 to \$50,000. The plant does not contemplate the tying up of capital until it may find a safe and remunerative field, but merely a listing of the sums which enterprising men of means are willing to invest in legitimate home enterprises.

This bureau is thoroughly characteristic of a city which is what it is because its people have believed in its future and have been willing to back their belief with money. They have followed the safe and sure rule that nothing is more likely to induce the movement of outside capital into a community than a willingness on the part of that community to invest its own capital in itself.

#### The Mississippi's Mouth.

The New Orleans Chamber of Commerce is making strenuous efforts to have preserved the safety of the gulfward approaches to the Mississippi until the contemplated improvement of the Southwest Pass may be accomplished. Recent developments at South Pass have impressed the thinking and progressive men of New Orleans with the necessity for prompt action by the federal government to prevent shoaling at the Pass, and to keep the water there at a proper depth. The Chamber of Commerce has adopted resolutions to that effect, and it is hoped that the Secretary of War may push forward with utmost speed the authorized work there. Though New Orleans would probably be the greatest immediate sufferer from a blocking of navigation at the mouth of the Mississippi, such a disaster would be felt throughout a great portion of the Mississippi valley, the immense traffic of which is dependent upon free navigation at the Passes. It is to the interest of cities hundreds of miles removed from New Orleans to reinforce that city's efforts to remove the possibility of such a commercial disaster.

#### IN SOUTHWEST VIRGINIA.

##### Its Mineral Development to Be Aided by Railroad Construction.

[Special Cor. Manufacturers' Record.]

Roanoke, Va., April 15.

This community is much interested in the effort to build another railroad from Bristol to Knoxville, and notes with pleasure the movements on that line, as it will give the Norfolk & Western better connections to the South beyond Bristol. For some years the Norfolk & Western has been cut off at Bristol or dependent upon the Southern Railway at that point. An independent line, or one controlled by the Norfolk & Western, will not only facilitate travel over that line to the South, but add to the volume of travel over this route.

Engineers are now at work surveying a route from Rocky Mount, in Franklin county, to Bristol. The Southern is said to be behind this movement. This road, if built, will penetrate the rich mineral and timber sections of Franklin, Floyd, Grayson and Carroll counties, where there are large and valuable deposits of iron, zinc, lead, manganese and other ores, and will greatly facilitate the mineral development in Virginia. The Southern Railway has a branch from its main line to Rocky Mount, which our Court of

Appeals recently decided it had to maintain. If now it should construct the proposed line from Rocky Mount to Bristol, connecting these with its line through Tennessee, it would have a shorter route to Richmond and Norfolk than the present line via Asheville, in North Carolina, and tourists would find it quite as interesting.

Representatives of Northern capitalists are expected here next week to inspect some valuable mineral properties. Among them will be one of the most skilled mineral experts in the country, and if his reports upon the properties to be inspected shall be favorable, it is confidently expected that a large amount of capital will be invested and some plants erected in this vicinity to reduce the ores. When once this movement begins in Southwest Virginia there will be a great impetus in mineral development. As yet it is not more than incipient, but the disclosures to be made when abundance of capital is put in development work will be a great stimulus and will attract other capital.

Roanoke city is as favorably located as any city in the South for a large steel plant, and this is one of the additions to her industries which is confidently anticipated in the not remote future.

There has been a considerable transfer of real estate here in the last few weeks. A gentleman of large means from Charlestown, W. Va., came here a few days ago and in a very short time invested about \$26,000 in cash, all of it being put in improved residence and business properties. Another party from a distance invested half as much. One old frame structure in the center of the best business section was included in this purchase, and has been torn down to give place to a handsome brick building, now under construction. The Iron Belt Building and Loan Association is about beginning the erection of a fine brick building, fronting fifty feet on Campbell street, to which, when completed, the offices of the company will be moved. A number of other business buildings are now under consideration, while handsome residences are going up in various sections of the city.

The Virginia Coal, Iron & Railroad Co. is making repairs on all the furnaces purchased by it, preparatory to active work all along the line. It is also purchasing additional ore properties. The prospect for the future throughout this section grows brighter each day, and soon the voice of the croaker, unless he has a chronic case of the disease, will not be heard in Southwest Virginia. H.

#### The Texas Oil Field.

[Special Cor. Manufacturers' Record.]

Corsicana, Texas, April 15.

Interest in the oil fields here has been increased during the past two months by the advance in the price of oil from fifty to seventy cents per barrel at the wells by the refinery people. A syndicate represented by H. T. Kent and Chas. A. Calhoun, attorneys of St. Louis, have paid about a half-million dollars for the interest of the Southern Oil Co., the Texas Petroleum Oil Co. and others, and it is expected that development in the field here will be very lively within the next sixty days. Another refinery is much talked of, but it is not known what the syndicate will do.

Subscriptions for the cotton mill here will be pushed. The movement originated in the call made by Hon. Geo. T. Jester, who would like to hear from an experienced woolen-mill man with some capital.

S. W. Bogy is organizing a company to put in a subdivision of Corsicana with the ultimate purpose of building a street railway to the property.

Several handsome residences are in course of erection or contemplated for J. E. Butler, T. B. Robert, Allison Templeton, James Green, B. L. Davis, W. G. Baker, H. S. Mear and W. M. Peck.

#### A MISSISSIPPI EMPORIUM.

##### Progress and Promise of the Flourishing Town of Gulfport.

[Special Cor. Manufacturers' Record.]

Gulfport, Miss., April 15.

Gulfport, Miss., is located directly on the Gulf and on the Louisville & Nashville Railroad, sixty-eight miles from New Orleans, La., and seventy-three from Mobile, Ala. If one has failed to realize the full meaning of the term "progressive South" a visit to Gulfport forces the realization upon him. Progress here has made rapid strides. Nature laid the foundation here for a city. Enterprise and capital went to work upon this foundation and the result is today a busy town growing and thriving upon its own natural advantages. In fact, when the location of Gulfport is considered, this growth is merely an outcome.

Whatever may have been the case as to other commercial centers, there was with Gulfport no deliberate selection of a site upon which to build a city. Gulfport was not built in a day, but, like Topsy, it "just grew." It is now a town nestling on the edge of the dark blue waters of the Gulf, with a population of 1500, and it is no exaggeration to say that this is being increased with each incoming train, and, in addition to the business houses, it is built of handsome substantial homes, occupied by people who know that their abode is permanent.

We are told that many years ago, when the first trading vessel visited the Gulf coast, she stopped at the point from which now projects the magnificent pier of the Gulf & Ship Island road; and this, not because this point was then, as now, the outlet of the trade of the State of Mississippi, for there was only at that time a handful of huts located here, but for the reason that it was the most favored spot on the entire Gulf coast.

That the actual metropolis and trade center of a new territory rich in natural resources and in progress of rapid settlement and development offers advantages to capital and enterprise admits of little question, and it is this point that the Manufacturers' Record wishes to bring before its readers in regard to Gulfport, Miss.

After nature had done her part, then came the railroads. The first of these to reach this point was the Louisville & Nashville. Long before the present days of prosperity that pioneer benefactor of the coast country, Charles Marshall, superintendent of the coast division of that road, noted the advantages here, as his quick eye discerns all that is good in this country.

Later on came the Gulf & Ship Island, which has its terminus here. This road now reaches Hattiesburg, Miss., a distance of seventy-two miles, and runs through one of the finest timber countries in the world; in fact, the supply of timber contiguous to this road is practically unlimited and of a superior quality. Numerous saw mills, with a combined capacity of over a million feet of lumber per day, are now in operation along this line. The lumber is loaded on cars at the mills, conveyed promptly to Gulfport, thence run out, without unloading, on the pier, and here, by means of a huge crane or hoist, it is lifted from the cars in unbroken lots and placed on barges. These barges are towed by powerful tugs to the ship's side, whence it is loaded on vessels bound for all parts of the globe. But at the present rate of progress this

method of loading will soon become obsolete. The last appropriation by Congress amounted to \$250,000, and when this is expended a channel up to the docks of twenty feet is assured, but this is merely a beginning. We feel safe in asserting that with the twenty feet assured by the government this place will, within two years, have thirty feet of water, and Gulfport will be one of the finest harbors in the world. We make this assertion because this work is virtually in the hands of S. S. Bullis, president of the Gulf & Ship Island road, and he has expressed his determination to carry it through. Those who have watched this man's wonderful executive ability know that he will succeed. It is now an assured fact that Gulfport will, within the next two years, have 250 miles of railroad, and this will give this port connection with Natchez, Miss., thus opening direct communication with St. Louis, Kansas City and other grain centers of the Mississippi and Missouri rivers.

The Gulf & Ship Island road is the main feeder here. Last month this road handled 1200 cars of lumber, and this road alone does an annual business of over \$1,000,000. This revenue is virtually derived from lumber, and the other industries of the town more than double this amount.

When the extension now in progress reaches Columbia, Miss., it will pass through millions of acres of timber land, opening up four counties which heretofore have never known a railroad.

Two miles back from the water's edge is located the portion of the town known locally as North Gulfport. This piece of land lies on either side of the Gulf & Ship Island Railroad, and it has been divided into about 13,000 building lots, which are being sold off rapidly at a remarkably low figure. Quite a large number have already been sold and residences are now being built. It is presumed that these low figures are for a limited number of lots only, as property has advanced 200 per cent. within the past year, and is increasing in value daily. This spot is destined to be a veritable city of homes for the man of moderate means. Lumber is now delivered in North Gulfport for \$7 per thousand feet.

For truck farming this is an ideal location, and a large tract of land is now being offered cheap by the acre to persons who will improve and occupy it. This land, as well as North Gulfport, is in the hands of the Gulfport Land & Improvement Co., an institution incorporated under the laws of the State of Mississippi, located at Gulfport, with branch offices at New Orleans, La. Mr. Leland J. Henderson is secretary and treasurer of this company, and he is also a member of the firm of Henderson & Shaffer, a real-estate firm doing business at Gulfport. This concern has large dealings in timber lands of this section, and have now 500,000 acres on their books that will average 8000 feet to the acre. The Gulfport Land & Improvement Co. intends beginning work upon a street-car line to North Gulfport in the near future. A fortune is here awaiting the man who shall build a canning factory for the canning of either vegetables and fruits or oysters, shrimp, etc. This also applies to a sash and blind factory, as the raw material may be had for the asking, while the local demand would consume the finished product. A brickyard is also an industry that would be very profitable. A furniture factory would prove a profitable investment here, as the vessels carrying lumber from this port to Cuba and South America could bring back return cargoes of mahogany and other hardwoods.

This article would not be complete with-

out mention of the Bank of Gulfport, that was started within the past year with a capital of \$50,000, all of which was subscribed locally. W. W. Bell is president, and S. S. Bullis, vice-president.

One of the contemplated improvements is an electric-light plant; this will no doubt be in operation during the present year. The town, having been recently incorporated, is now having plans and specifications prepared for a complete system of water works and sewerage, and, as the country is naturally high and rolling and remarkably healthy, the completion of these insures thorough sanitary conditions.

A Business League has been organized, with S. S. Bullis, president, and Jos. B. Leger, secretary.

"Southward," published here for the past six years, is a bright, newsy paper, devoted to the upbuilding of this city and the State. Mr. Jos. B. Leger, editor and proprietor, is a man of wide and varied experience, all of which is used to good advantage at this point.

The city is well supplied with hotel accommodations, and the traveling men are well taken care of by S. Simonson, proprietor of the Metropolitan Hotel.

W. J. KILDUFF.

### TO BUILD UP CHARLESTON.

Business Interests Organized to Employ All the City's Utilities.

[Special Cor. Manufacturers' Record.]  
Charleston, S. C., April 17.

I visited the Thompson Auditorium, which is being erected in this city to provide a meeting place for the Confederate Veterans, who will hold their reunion here on 10th, 11th, 12th and 13th of May,



This illustration shows the Thompson Auditorium, to be built at Charleston, S. C., for the Confederate Reunion. The design shown is that of Mr. Frank P. Milburn of Charlotte, N. C., who was awarded first prize in competition.

and found the building nearly completed. The outside is finished, and presents a very handsome appearance, the finishing touches are being put on the inside, and the building will be turned over complete on the first day of May.

The structure is a most substantial one, being built of steel and brick on solid foundations, and will seat comfortably 7500 people and furnish standing room for 1500 to 2000 more, holding in all about 10,000 people. This is the largest auditorium in the South. It is located in one of the city parks, is the property of the city of Charleston and is under the control of the park commissioners, the intention being to use every effort in the future to make Charleston a great convention city. The auditorium being public property, it will be available for meetings of all kinds at practically no expense to the various commercial, religious, industrial, political or other conventions that may select to meet in Charleston, which city has recently greatly increased its attractiveness to visitors.

A live, active, pushing element of younger Charlestonians seems to have gotten in control of the business interests, and are thoroughly organized in their ef-

forts to make Charleston the greatest city on the South Atlantic coast. This auditorium is only one of a number of improvements and facilities that Charleston has recently been providing as a means of accomplishing the ends desired by her progressive people, who, while looking after these details, have also provided for a large increase in the commerce of the port. The present depth of water at the entrance to Charleston harbor is twenty-five and three-quarters feet, admitting readily vessels loaded to a depth of twenty-four to twenty-four and one-half feet, and the river and harbor bill just passed by Congress provides for the extension of the project for the improvement of the entrance to the harbor, so as to secure a depth of twenty-six feet at low water and thirty-one feet at high water, which it is estimated will be accomplished within the next eighteen months, and will admit the deepest draught vessels now afloat. I note considerable progress since my last visit, and believe that old Charleston is one of the coming great cities of the South.

L. D. BINGHAM.

### THE IRON OUTPUT.

Mr. James Bowron on the Possibilities of Its Extension.

The Iron and Coal Trades Review of London, discussing the possibilities of the extension of the American output, says:

"It is not easy to call into active operation on short notice latent and undeveloped resources for the manufacture of such commodities. The blast-furnace equipment is but a single link in a long chain of conditions that have to be provided for before effective increase of pro-

"Existing plants, as a rule, are worked to their fullest capacity, and the increase that might be expected to come on earliest would be from the concerns now lying idle, and they, not being in active touch with the men and managers required, would have difficulty in getting together the necessary working staff. For these reasons I do not attach personally much importance to what is called the idle furnace capacity of this country, and that (furnace capacity) really governs the question of the production of finished iron and steel; for unless the mills can obtain pig iron they cannot in turn increase their own output of bar iron, plates, sheets or billets. I am, therefore, led to believe that the present high prices of American iron and steel products will continue until affected by one or other of two causes, whichever may first happen:

"1. A cessation in the present enormous domestic demand as the result of—

"(a) Some unforeseen political complication.

"(b) Any great labor disturbances, of which there are no signs at present.

"2. Such an increase in the productive capacity of the active large concerns now in the forefront of the trade as will turn the balance and give a slight excess of production over consumption. Towards the accomplishment of this we have in sight the following new furnaces, which are backed by sufficient money, experience and energy to bring them reasonably into sight within the present year:

"Two at Duquesne, building by the Carnegie Company.

"Two at Loraine, by Federal Steel Co.

"Two at Youngstown, by the Ohio Steel Co.

"One at Pittsburg, by the Jones-Laughlin Co.

"In addition to these there are two of the Jones-Laughlin furnaces rebuilding on a larger scale, and the two Carrie furnaces being enlarged and rebuilt by the Carnegie Company. These changed and new furnaces together will increase the production at least 4000 tons per day when they all come into operation, and this is a larger increase than the reduction in visible stocks for the past six months would offset.

"It would appear, therefore, that if the present consumption is continued without increase these new furnaces would turn the scale and create some little excess in the supply of pig iron, which in turn would be felt by the works for the production of finished material. It is, however, fair to consider that during the past twelve months there has really been a larger decrease in stocks than has been apparent from the figures accessible to the public. In other words, lots of iron carried on furnace yards for their customers for which private receipts have been given, and blocks of iron carried by the owners on ground leased for the purpose, have all been cleaned up; stocks of iron also in consumers' own yards, which have been carried under special warehousing arrangements, have been used up; and to-day there is scarcely any iron in this country except that which appears on the regular monthly returns. Taking this into consideration, it may require the furnaces above quoted to balance the visible and invisible decreases of stock that have been taking place during the past year.

"Summing up the whole situation, I can see nothing but some enormous, extreme and unprecedented shock, from political or social causes, which can reasonably be expected to so interfere with the present relations of supply and demand as to cause any weakening in prices of iron and steel in this country during the present year."

ductive capacity can be brought into play. There are iron ores, coal, coke and limestone to be got together in sufficient quantities and of suitable quality, and that is often a large order in meeting American requirements. Then there are workmen to be engaged, alterations, repairs and reconstructions in many different directions, and the commercial side of the business to be organized. All this, and many other matters of necessary detail, cannot be arranged in a day, or even a month. It is usually a long process, and there is no reason to suppose that even our American friends have as yet found a specially short cut to its attainment. Of course, this question of the possibilities of the extension of iron output lies at the root of all speculation as to the future course of prices. If the people of the United States cannot provide sufficient iron and steel to meet their own requirements it is not at all likely that they will be able to dispose of any considerable quantities in outside markets."

These remarks are based upon an article by Mr. James Bowron of the Tennessee Coal, Iron & Railroad Co., written in an article in the Review. Mr. Bowron says:

**A British View of Southern Ports.**

An analysis of the export business of New Orleans has been made by the British consul at that city, which contains very interesting features. Although the report only covers the twelve months ending August 31, 1898, the official states that the exports of flour were four times the value of the shipments during the corresponding period in 1896 and 1897. Four hundred and seventy vessels were required to carry the grain shipments, compared with 342 during the previous year. Of this number, nearly 400 were British, which shows the great interest of England in Southern commerce. He estimates the value of the exports as 20 per cent. greater than during 1892 and nearly \$11,000,000 more than during the year 1896-97.

The British consul at Galveston, Texas, has also prepared a report on the business from this port for the year 1898. Among other statistics which he gives are the following: "The port of Galveston has shared in the general prosperity, and once more, as was stated in my reports for 1896 and 1897, has it to be recorded that the year just passed has seen the largest volume of business ever known here. As 1897 showed a steady gain over 1896, so 1898 shows a large increase over 1897, and this, too, notwithstanding the interruption to business by the Spanish-American war. During 1898 the cotton receipts at Galveston have increased enormously, and the end of the year finds this port the leading cotton port of the United States, with a fair prospect of maintaining the position until the end of the season, on August 31 next. Cotton exports increased during 1898 from 1,374,942 bales to 1,930,250 bales, and the exports of other cotton products show a corresponding gain. Exports of grain increased from 11,445,655 bushels to 16,055,618 bushels, while a large and satisfactory export business has been carried on in lumber, cottonseed oil, flour, spelter and cattle. The import business, too, while still, comparatively speaking, small, shows surprising growth, and was more in value during 1898 than during the three previous years combined. In short, the business of the year 1898 shows a satisfactory increase all round, and has been handled without any friction to speak of, notwithstanding the immense volume of merchandise poured into Galveston during the comparatively short period of a cotton season. It is satisfactory to note that the trade of the British empire with Galveston, which fell off somewhat in 1897, increased during 1898 from \$5,793,509 to \$6,833,815, although the percentage of the total trade which belongs to the British empire decreased from 47.84 per cent. to about 45 per cent., owing to increased business done between Galveston and the Continent, which formerly was transacted at other United States ports. Increased foreign trade has led to a large increase of shipping, the total tonnage of foreign shipping in 1898 being 1,650,948 tons in and out, as against 1,237,268 tons in 1897. Here Great Britain is very much to the front, the total tonnage of British vessels entered and cleared during 1898 being 1,372,453 tons, as compared with 1,014,982 tons entered and cleared in 1897, while the value of the trade in British vessels rose from \$10,268,069 to \$12,558,336."

The report enters into detail of the various exports, and as a paper of reference is of much value.

The Produce Exchange of Wilmington, N. C., has elected H. G. Smallbones, president; S. P. McNair, vice-president, and J. L. Cantwell, secretary and treasurer.

**RAILROAD NEWS.**

[A complete record of all new railroad building in the South will be found in the Construction Department.]

**In Tidewater Carolina.**

In a letter to the Manufacturers' Record Mr. S. S. Mann of Swan Quarter, N. C., writes as follows relative to the Pungo-Mattamuskeet Railroad Co., which was chartered to build a line in Eastern North Carolina at the last session of the legislature:

"The road will begin at Makeyleville, N. C., on the Pungo river, and will run almost direct to Swan Quarter, the county-seat of Hyde county, the curvature in the route being made to take in the towns of Sladesville and Rose Bay. From Swan Quarter, N. C., the road will be continued to Juniper bay, passing in its route a quantity of timber. From Juniper bay it will be continued on the south side of Mattamuskeet lake to Engelhard, N. C. The charter provides for a branch from Engelhard to Fairfield, N. C."

"The incorporators are P. Mulherrin and J. M. Rhodes, the secretary and president of the Scranton & North Carolina Land & Lumber Co. of Scranton, Pa., and Makeyleville. There are two resident incorporators, Asa J. Smith of Makeyleville, N. C., and G. Brinn, Swan Quarter, N. C. The road will be built without doubt if satisfactory traffic arrangements can be made with the Norfolk & Southern or the Atlantic Coast Line, and if the townships along the proposed route, at an election provided for in its charter, vote for the issue of bonds in aid of the enterprise. It will be thirty miles long."

**Tennessee Eastern & Western.**

In a letter to the Manufacturers' Record Edward M. Wood, one of the promoters of the Tennessee Eastern & Western Railway, recently referred to in these columns, states that it is intended to complete a line between Memphis and Knoxville, Tenn., the route being by the way of Decatur, Columbia, Rockwood and Kingston, Tenn. The promoters intend constructing it through the iron ore, also phosphate deposits of the State, and it is claimed that the right of way for most of the distance has been secured. In connection with Mr. Wood, the promoters include parties from Baltimore, Chicago, Kansas City and New York. The principal offices will be at Murfreesboro, Tenn., where Mr. Wood is located.

**Southern Railway Earnings.**

The reports of railway earnings for the month of March as compiled by the Financial Chronicle show that they aggregated \$8,430,000, an increase of nearly \$700,000 over March, 1898. This is greater in proportion than that of the Western roads or the trunk lines. It is notable that of the roads showing increases of over \$30,000 during March, twelve out of thirty are distinctively Southern lines. The principal increases include the Southern Railway \$207,000, which is the greatest of all in the country with the exception of the Chicago, Milwaukee & St. Paul, the Louisville & Nashville \$150,000 and the Illinois Central \$94,000.

**President Spencer's Views.**

According to a New York dispatch President Spencer of the Southern Railway, after his sojourn of several days in the South, has returned. On the trip Mr. Spencer went over various portions of the Southern system, and had ample opportunity to note the general condition of

business throughout that territory. He states that there has been considerable improvement as compared with the conditions existing during previous visits. The most pronounced change has taken place at Birmingham, where the iron interests have greatly broadened, and are enjoying a period of prosperity. Other plants at this point are in process of construction.

**Extensions in Arkansas.**

In a letter to the Manufacturers' Record W. J. Thompson, general manager of the White & Black River Railroad Co. at Little Rock, Ark., writes as follows:

"I would say I am endeavoring to perfect arrangements to extend our present line from Jacksonport to Batesville, with a branch up west side of Black river to Black Rock, Ark., to a connection with the Kansas City & Memphis system. We are expecting to build the extensions the present summer. The extension to Batesville will be twenty-two and one-half miles and the branch to Black Rock thirty-seven miles. Cannot just now say when we will commence work."

**A Valuable Supplement.**

The Official Railway Guide for April has an unusually interesting feature in a complete description of the railroads of Cuba, with maps, timetables and other information. The supplement is especially valuable to business men having relations with the island, while included is a large amount of information which is of general interest to the public. Judging from the statement in the Official Railway Guide, many of the railroads are in fair condition, and only need a moderate amount of repairing to be placed in good shape.

**Chicago to Mobile.**

A report is current that the Mobile & Ohio is making such arrangements that it will be able to run trains directly from Mobile to Chicago within the next year. At present the Mobile & Ohio has a line directly to St. Louis and traffic arrangements with railroads entering Chicago. It is stated that it will form a connection with the St. Louis, Peoria & Northern Railroad, and that it has secured control of this line, which will be extended to Chicago. The Peoria road is 165 miles in length.

**Received a Land Grant.**

The Dardanelle & Ola Railway Co. has secured the necessary legislation granting it 1000 acres of land to every mile of railroad built, and John H. Page, president of the company, writes the Manufacturers' Record that surveys have begun. The road is to be built as soon as possible, and will be fifteen miles long, extending through coal deposits, also a number of timber tracts. It will connect Dardanelle with the Choctaw & Memphis Railroad, now being built.

**Railroad Notes.**

James Graham, Jr., has been appointed general freight agent of the Texas Terminal & Transport Co. at Galveston, Texas.

The Pullman Car Co. is constructing twelve chair cars, which will be utilized in Texas by the Southern Pacific and the Houston Texas Railroad.

The Marshall, Timpson & Sabine Pass Railroad Co. has elected the following officers: G. M. D. Grigsby, president, Longview, Texas; T. S. Garrison, vice-president, Timpson; C. E. Sanford, secretary, Timpson.

The report of the Alabama Car Service Association for the month of March shows that 28,957 cars were carried, an

increase of about 2500 over the corresponding month of last year. This is the largest quantity of rolling stock yet handled by the association since it organized.

It is announced that F. C. Stevens, who has purchased a number of the principal street-railroad lines in Washington, has secured control of the Great Falls Electric Railroad being operated between Georgetown and a point in the suburbs of Washington. It is seven miles long, and the price paid was \$475,000.

Plans are now under way, it is reported, with the view of securing the property of the Richmond Railway & Electric Co. at Richmond, Va., and that a syndicate composed of New York and Richmond people will purchase it. Among those reported interested are James R. Boyd and A. R. Ellerson of Richmond.

The Plant Railway & Steamship Co. has recently secured twelve locomotives, of which six will be utilized for freight and six for passenger business. They were constructed by the Richmond Locomotive Works from designs supplied by W. E. Symon, superintendent of motive power of the railroad. They cost about \$11,000 each, and are to develop over 1100 horse-power.

**TRADE WITH TURKEY.****A Merchant of Smyrna Makes Suggestions for Americans.**

English trade publications are giving considerable attention to Turkey as a field for British trade. At Smyrna, the chief center of trade in Asia Minor, the total imports are estimated at \$20,000,000 and the exports at \$25,000,000 a year, the great bulk of which are to and from Great Britain. This trade, according to the writer in the Machinery Market of London, is menaced by Germany, Belgium, Austria and France. He writes:

"Germany, Belgium, Austria and France, but chiefly Germany, has made a progress that is astounding in all articles in Turkey, but more particularly in Smyrna; German commission houses literally 'swarm' in the place; the German consular offices have a complete exhibition of German manufactures; the German consular officers work night and day, advising, helping, guiding the German travelers who flock regularly in large numbers, and everything is done in an admirable manner and means, to further the interests of the German manufacturer and exporter. The same, but in a lesser degree, applies to the Austrian and Belgian consular authorities."

It seems, however, that another nation is looking that way. In a letter to the Manufacturers' Record Alexandre Kalghakis of Smyrna writes as follows:

"I desire to let you know of the great pleasure with which I see that Americans, who have all the advantages of other nations, have at last undertaken the serious business of importation into the Ottoman Empire. The markets there, because of the absolute lack of local enterprise, have become the scene of sharp rivalry among Germany, France, England and Belgium industries for predominance. Mere letters, catalogues and circulars of America will by no means suffice for the undertaking. It is necessary to send trained travelers to investigate and study our country and its commerce and explain it to you. It is necessary to send samples in abundance, and there ought to be established, where possible, little centers in our country where American products may be seen. I am in hearty sympathy with the industry and commerce of America, but I would advise you, as I did the National Association of Pennsylvania, that you show yourselves as practical as the Germans."

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

### NEWPORT NEWS TERMINALS.

**Chesapeake & Ohio Company to Build an Elevator, Pier, and Spend \$1,000,000.**

It is announced that the Chesapeake & Ohio Railway Co. has finally decided upon the nature of the improvements to its terminals at Newport News, Va. They will include an elevator which will have a capacity of 1,000,000 bushels and a large coal-storage plant, the extension of one of the present piers, also several miles of additional freight-yards. The elevator now in operation at Newport News is one of the largest in the country, and since it was built has attracted much attention on account of its size. It can be seen a distance of over fifteen miles on a clear day. With the new structure the Chesapeake & Ohio will have a total elevator capacity of nearly 3,000,000 bushels. The yards, when completed, will comprise fifty-two miles of track in all. The cost of the improvements to be made is estimated at \$1,000,000.

It is also announced that a site has been decided upon for the abattoir, already described in the Manufacturers' Record. In connection with it will be constructed a plant for manufacturing fertilizer, also works for utilizing other refuse from the abattoir. It is calculated that fully \$1,500,000 will be invested in this enterprise alone.

### A Prominent Ship-Owner.

Mr. William Johnston, senior member of the firm of William Johnston & Co. of Liverpool, has been in this country several weeks. The Johnston Line of vessels now runs between Great Britain and Baltimore, Norfolk, Charleston and Brunswick, Ga. Its fleet includes some of the largest and finest freight carriers between Southern ports and Europe, and the firm has been a most important factor in developing Southern commerce. In a statement to a representative of the Manufacturers' Record Mr. Johnston said he had been visiting several of the Southern ports, and that his trip to this country was simply to look after the business interests of his firm.

### Baltimore Shipbuilding Company.

The William Skinner & Sons' Shipbuilding & Dry-Dock Co., recently organized at Baltimore, will control the business of Messrs. William Skinner & Sons, and has purchased the property of the Houghton Packing Co., also of Charles W. Slagle, on the harbor adjoining the Skinner plant. This will greatly increase the property owned by the shipbuilding company and give it a water front of several hundred feet. Harry G. Skinner has been elected president of the company, which will construct a dry-dock and enlarge the present facilities of the plant.

### Baltimore and Charleston.

The plan of a steamship line between Baltimore and Charleston, it is understood, is being promoted by several railroad men of Baltimore in connection with Charleston capitalists. It is possible that the Baltimore & West Indies Steamship Co., of which John S. Wilson is president, may become interested in the proposed line and may start it.

### Gulf & Interstate Terminals.

It is understood that the Gulf & Interstate Railroad has determined to build docks and warehouses at its present terminus, Bolivar Point, on Galveston bay,

Nicholas Weeks of Galveston is president of the company, and has recently been conferring with stockholders of the railroad in New York city, it is understood, for this purpose. The Gulf & Interstate has a direct connection with the Kansas City, Pittsburg & Gulf, and it is believed that with the new terminals the Kansas City system will greatly increase its business.

### Large Orders for Rails.

A recent order received by the Maryland Steel Co. at Sparrow's Point, Md., is for 75,000 tons of rails which will weigh sixty-seven pounds per yard. The rails will be laid on the Trans-Siberian Railroad, now under construction. As already noted in the Manufacturers' Record, the company has secured several orders from the same railroad company.

The shipment of steel rails from Sparrow's Point to the foreign market continues. Among the recent charters are those of a steamship and bark which will carry 4100 tons in all, and a ship which will load 3000 tons. All of these cargoes are destined for Melbourne, Australia.

### Morgan Liners Launched.

Two of the steamships now being constructed at Newport News for the Morgan Line, running between New York and New Orleans, have been launched, and work is progressing as fast as possible on all of the contracts. The vessels in the water have been christened El Norte and El Sud. They are to replace steamships of similar names purchased by the government for transport and other duty during the war, and will be among the largest and finest ships ever constructed in this country.

### Galveston Water-Front Sold.

A sale of 1700 acres of land has recently been made to J. F. Clinch, who, it is understood, represents Mr. C. P. Huntington. The property fronts on Galveston bay, and is in an excellent position for the location of railroad terminals. Mr. Clinch has also purchased other property in the same vicinity, aggregating 4300 acres in all. As recently noted in the Manufacturers' Record, the ten blocks of city property in Galveston desired by Mr. Huntington for terminals have been secured.

### Improving the Alabama River.

Engineers have recently been making an examination of the Alabama river, with the idea of constructing a series of docks which will give deep water as far as Selma. It is calculated that by constructing a series of ten dams in the same lakes a depth of over twenty feet of water will be obtained from Mobile to the city named. The estimated cost of such an improvement is \$10,000,000.

### Jottings at the Ports.

The Galveston Wharf Co. has begun work on an extension of its piers and other improvements. Additional railroad track will be laid on several piers and others remodeled. The additions to the elevator, already referred to in the Manufacturers' Record, will give storage room for 550,000 bushels besides that now available.

The completion of the Plaquemine lock system and what is termed the Carlin canal, it is believed, will have a most beneficial effect upon New Iberia and adjacent parishes in Louisiana. It will greatly increase the stretch of navigable water connecting with the Red river, while the canal, it is calculated, will be 100 feet wide and between eight and ten feet in depth, extending to the Gulf coast at Vermillion bay. The lock system is now being constructed.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### A TEXTILE OBJECT-LESSON.

**Charlotte an Illustration of the Advantage of Industries.**

[Special Cor. Manufacturers' Record.]  
Charlotte, N. C., April 17.

Let me give you a brief sketch of a town whose people have a hump on them—Charlotte. The twelve cotton mills in this city are running day and night in the manufacture of cotton yarns, gray cloths, ginghams, toweling, webbing, sash cord, hosiery, batting and wadding, and its fine clothing factories are utilizing every hour of daylight to keep up with their orders. The clothing factories are a direct product of the cotton mills. The four firms which contract to design, build and equip cotton mills complete are kept busy, and the fine machinery and supply houses are shipping goods every day. It is a lively pace that the textile industry has set the town, but the other industries are keeping up well.

In 1888 an illustrated sketch-book of Charlotte was issued. The city then had 10,000 population and one cotton mill. In 1896 another sketch-book was published, and the population had grown to 19,652, and there were five cotton mills. Another sketch-book is now being prepared for the printer and will be issued in May. It will show a population of 28,656 and twelve cotton mills.

The new residences are so numerous that Charlotte, viewed in any direction, looks like a new town. Among the buildings now in course of erection are Trinity Methodist Church, press brick; Westminster Presbyterian Church, press brick; Associate Reformed Church, frame; Elks' Temple, press brick and granite; Liddell's block, press brick; Springs' block, press brick. Thirty store buildings are under contract to be completed by next September, in addition to an opera-house costing \$25,000. In this enumeration residences are left out of account altogether. All over the city they are to be seen in various stages—foundations just laid, in course of erection and just completed. There is solid prosperity at the back of all this, and a significant fact that all this industrial development and extraordinary growth is due to home capital mainly, aided by the new residents who have come here from the North and located. It has all been brought out by the cotton mill, which must be regarded as the pioneer of the industrial development of the South and the growth of its cities. The cotton mill sheds a degree of prosperity about it that gives the home capitalist confidence and induces him to put out his cash in an effort to keep up with the procession. Charlotte affords an object-lesson in expansion—expansion of industry, commerce, population and prosperity.

### To Double at Once.

On the 17th inst. the directors of the Lynchburg Cotton Mills of Lynchburg, Va., held a meeting to consider the contemplated enlargement to their mill. This improvement was definitely decided on some months ago, and the directors have now instituted arrangements that will ensure the early letting of contracts

for the erection of new buildings and the equipment of machinery. It is intended to double the present mill of 22,000 spindles and 726 looms, plans for which were made last year by Mr. C. R. Makepeace of Providence, R. I.

### SOUTHERN COTTON SPINNERS.

**Plans to Increase the Effectiveness of Organization.**

The governing board of the Southern Cotton Spinners' Association has issued a call for a meeting at Charlotte, N. C., on May 11, at which the special business will be the outlining of a plan whereby each separate branch of the cotton-manufacturing business (be they spinners of coarse yarns, spinners of fine yarns, spinners of hosiery yarns, weavers of white goods, weavers of colored goods or manufacturers of knit goods) be so arranged that they shall receive specific representation in the association, with the hope and expectation that an arrangement can be perfected whereby each of these branches will work entirely independent of the other, save on all matters of common interest, when these divisions will work in unison under the direction and advice of the officers of the association.

The members of the association believe, after three years' study of the problem, that a satisfactory and profitable basis may be arranged. The call for the meeting very truly says:

"The gathering together once a year of 150 to 300 gentlemen engaged in the same line of business cannot but prove both profitable and pleasant, aside from the fact that they are all members of an association which has for its sole object the free interchange of opinions relative to matters which are of vital interest to each individual present.

"At these meetings the manufacturers have an opportunity of meeting many gentlemen who manufacture the same line of goods, well-posted commission men from the North who make it a business to market those goods, etc., thus having an extraordinary chance to secure valuable information relating to prospective business. This invitation will be extended to every manufacturer of cotton goods in the South, as well as commission houses and others interested in the North, and judging from the present outlook we are to have a very successful meeting."

### Cotton Movement.

In his report for April 15 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 226 days of the present season was 10,253,165 bales, a decrease of 194,196 bales from last season. The exports were 6,327,275 bales, a decrease of 163,580; takings by Northern spinners 2,080,029 bales, a decrease of 77,382; by Southern spinners 936,888 bales, an increase of 26,869 bales.

### A Dividend of 31½ Per Cent.

The board of directors of the Newnan Cotton Mills of Newnan, Ga., held their annual meeting on April 14. The results of the transactions of the business for the year just closed were, to say the least, highly satisfactory to those present. The profit on the capital stock for the year was 31½ per cent. The capital stock is \$70,000, and the equipment is 6300 spindles. The company contemplates increasing its plant.

### New Colors for Manufacturers.

The Society of Chemical Industry at Basle, Switzerland, has produced two colors for mixed-goods manufacturers. The two colors are cross-dye black and

cross-dye drab. They dye cotton boiling in a salt bath one hour, with a sufficient quantity of the dyestuff to obtain the necessary shade. Both of these colors are claimed to be fast to fulling, acid and light, and are of great value to manufacturers of piece goods. The colors are sold in America by the society's agents, Messrs. A. Klipstein & Co. of 122 Pearl street, New York city.

#### Textile Notes.

C. B. Woodruff of Columbus, Ga., is soliciting addresses of makers of cotton-wadding machinery.

The Chatham Manufacturing Co. of Elkin, N. C., has let contract for an addition to its woolen mill.

The Hocmuga Mills of Greensboro, N. C., will erect an additional building for carding and spinning.

The Nantucket Mills of Spray, N. C., is adding thirty-two looms, and will install soon 400 more looms.

Mr. Jesse Thompson, Jr., of Longview, Ga., has decided to build a cotton factory at a cost of \$100,000 to employ 200 hands.

The Harden Manufacturing Co. of Harden, N. C., is erecting an addition in which will be placed 432 new spindles, etc.

Hon. A. B. Pearsall, mayor of Red Springs, N. C., is heading a movement for the organization of a cotton-mill company.

A cotton mill is under advisement at Dallas, Ga., Messrs. B. T. Drake, R. D. Leonard and E. S. Davis being interested.

The Spray Cotton Mills of Spray, N. C., has completed its addition and will put in new carding and spinning machinery, etc.

Mr. Thomas D. Stewart of McDonough, Ga., is endeavoring to organize a stock company for the erection of a cotton mill.

It is proposed to build a 10,000-spindle cotton mill at Lexington, N. C., George W. Mountcastle, W. G. Henry and others being interested.

The Navarro County Cotton Mill of Corsicana, Texas, is asking estimates on cost of 5000-spindle and 150-loom mill. Address George T. Jester.

The Cawthon Cotton Mills Co. has awarded contract for \$20,000 worth of improvements, including large warehouse and more machinery.

Messrs. G. S. Houston of Mt. Mourne, N. C.; J. P. Monroe of Davidson, N. C., and others will form a company to build a cotton factory at Mt. Mourne.

A company has been organized at West Point, Ga., for the erection of a knitting mill. Mr. Calvin Hess of Philadelphia is the prime mover in the enterprise.

Application has been made for charter for the Fountain Cotton Mills, with capital stock of \$100,000, to erect a cotton mill. Mr. W. E. Fountain is president.

The Buena Vista (Va.) Cassimere Mills has awarded contracts for the erection of an additional building, and when it is completed new machinery will be installed.

The directors of the Tarboro (N. C.) Cotton Factory have authorized the erection of a duplicate of the present mill. An equipment of 8200 spindles will be installed.

A movement will be instituted at Tupelo, Miss., for the organization of a company to build a cotton factory. Among those interested are B. T. Clark and J. Q. Robins.

The projectors of the mill at Tarboro, N. C., will incorporate as the Fountain Cotton Mills. The capital stock will be placed at \$100,000, with privilege of increasing to \$500,000.

The Mallison Braided Cord Co. of Athens, Ga., has added thirty-three new machines to its mill, and is about to contract for 500 spindles, so that outfit for producing coarse yarns may be in place.

Messrs. J. L. Stifel & Son of Wheeling, W. Va., are erecting a new building for the accommodation of their calico factory. The new structure is to be three stories high, 150x200 feet in size, and cost \$50,000.

The Exposition Cotton Mills of Atlanta, Ga., has been considering the erection of its third mill, but no decision has been reached yet. About 160 looms are to be added at present, with complement (except power).

Mr. C. M. Guest of Anderson, S. C., is forming a company to build a knitting mill of about \$10,000 capital. A daily capacity of 130 dozen pairs of hose daily is proposed, men's and women's ribbed and plain goods.

Southern manufacturers of wide print cloths at a meeting at Spartanburg, S. C., arranged for an organization to control the price of such goods. Capt. F. Dilling of King's Mountain, N. C., was elected president, and Mr. J. G. Wardlaw of Gaffney was elected secretary.

The Bala Cotton Mills of Concord, N. C., lately noted as incorporated, will operate the G. W. Patterson Manufacturing Co.'s mill, which J. W. Cannon of the Bala Company purchased several weeks ago. The equipment in place is 3000 spindles and the product is two-ply yarns.

The addition to the Beargrass Woolen Mill of Louisville, Ky., reported last week, will be a three-story structure sixty feet square. Machinery for the manufacture of blankets will be installed, including eight broad looms, 150 horsepower engine, etc., all at a cost of \$16,000.

The proposed mill at Raleigh, N. C., noted last week, has not yet been organized, although the capital stock has been about subscribed, ensuring the erection at an early date. The work will probably be begun in sixty days and start to work early next year. The mill is both to spin and weave.

The Mississippi Cotton Manufacturing Co. of Jackson, Miss., reported last week as chartered, has elected officers as follows: James Hill, president; E. W. Lampton, vice-president; Smith Robinson, treasurer, and S. D. Redmond, secretary. The company expects to make full arrangements for erecting plant this year. The promoters are all colored men.

The shipments of cottonseed products from the port of Galveston, Texas, for the quarter ending March 31, 1899, are reported as follows: Cottonseed cake and meal to Cuba, United Kingdom and Continent 186,923,338 pounds, valued at \$1,582,759, and cottonseed oil to Mexico, United Kingdom and Continent 2,376,497 gallons, valued at \$556,584.

A company has been organized at Oxford, Ala., to build a cottonseed-oil mill at that place. The company is composed of Oxford men and the capital is home capital. The mill will be ready for operation by the next cotton season.

The Kentucky State Commercial Convention will meet in Louisville May 29 and 30.

The business men of Quitman, Ga., have formed a Board of Trade,

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Market for Cottonseed Products.

New York, N. Y., April 19.

Considerable activity prevailed in the cotton-oil market during the week, and at the close prices are higher than a week ago and firm at present quotations. The position remains strong and the market is under good control, prices being maintained and holders of oil confident of the future. The home demands are steadily enlarging, and exporters are beginning to make their wants known again, although the activity in the latter direction has not been so marked in several months as the week just closed. Toward the latter part of last week the chief buyer had bought up at least 12,000 barrels of refined at 25½ cents. The same company is reported to be buying crude wherever available in the South. Good off yellow is in active demand here, and is held at 26 cents, which is an improvement on last week's prices, same grade being quoted at 25 cents in New Orleans. It is current at this market that 8000 to 10,000 barrels of good off yellow have been sold at 22¼ cents loose in Memphis. There is but little demand for the higher grades, butter oil and winter yellow; nevertheless, holders are confident of the future and evince no disposition to sell at less than quoted figures herewith given. Western soapmakers and refiners have been buying at the South freely during the week, both of crude and refined. Speaking of the situation at the South an acknowledged authority in cotton-oil matters makes this statement: "The stocks of oil at the South were probably never before in late years as small as at present, while the surplus there is being more than usual bought up by its surrounding refineries and soapmaking concerns. While, of course, it is not possible to give a close idea of the unsold supplies in first hands over the South, yet careful calculations do not make them more than 100,000 barrels; this amount would be less than in years at this time. It must be recollected that while the crop has been large this year as covering chiefly grades under prime, yet that the export business has been the largest ever done, and is thus far for the season close to 700,000 barrels, and by the very reason that the crop has offered a large quantity of soap grades of oil, and which have been offered at prices right along to increase the consumption. Then again, the requirements of the soap trade of this country have been nearly double those of the previous year, and while the crop has been the largest of grades under prime, it is much more closely sold than ever before. If there has been no greater, and perhaps there has been less, of a consumption of prime oil for the season, yet its markedly deficient outturns for the season leaves its supply now of that moderate order that there is no reason to expect other than a well-sold-up market for it ahead of the period in usual seasons, while that its owners have sought it more because of its comparative scarcity and to provide for their ordinary trade wants, and which does not take into consideration contingencies of increase life to affairs before the season winds up, in the event of which there would be necessarily a marked stimulation to its prices. The West is taking the soap grades there right along steadily. The larger portion of the business in good off yellow this week was through the selling of one prominent company to the largest buyers,

while the remainder of the trading was made up of lots of 500 barrels or so as gathered in at close to the outside price." With regard to the lard market prices are lower than a week ago, Chicago price for July delivery being 5.35 cents, and for September 5.47½ cents. In view of the fact that the supply of hogs is falling off, owing to the farmers not having time to market same, the late spring and all feeding crops excepting corn, causing seeding to be behind, hog products must advance in price. We think the advance cannot be much longer deferred. City tallow rules at 4½ cents. The following are closing prices: Crude, 22 to 22½ cents; crude, loose f. o. b. mills, 18½ to 19½ cents; crude, loose f. o. b. mills, 15½ to 18 cents; summer yellow, prime, 26½ to 27 cents; summer, choice, 27 cents; summer, off grades, 25½ to 26 cents; yellow, butter grades, 28 to 30 cents; white, 30 to 31 cents; winter yellow, 30 cents, and salad oil, 31 cents. Liverpool refined is quoted at 15s. 6d.

Cake and meal is unchanged in price, with very little business doing. Prime meal is selling at \$21.50 per ton. The Egyptian seed market in Hull, England, is active, £6 being asked for April deliveries. Prices of American cotton cakes are unchanged.

#### Cottonseed-Oil Notes.

It is stated that the Alabama Cotton Oil Co. of Montgomery, Ala., is figuring upon the erection of a large steam gin in connection with its cottonseed-oil plant in that city.

The Leonard Cotton Oil Co. of Leonard, Texas, with a capital stock of \$50,000, has been incorporated. The incorporators are B. B. Brady, J. O. Kuykendall, John W. Rotan and others.

The annual meeting of stockholders of the American Delinting Co. was held at Little Rock last week and the following officers were elected: George Reichardt, president; E. J. O'Brien, vice-president; Dr. A. D. Thomas, secretary. The company is enjoying an era of prosperity, and will increase its capital stock.

Pointing to the establishment of about 200 cottonseed-oil mills in Texas, the Oil, Paint and Drug Reporter of New York regards that State as the future seat of industry. It says that Texas has a larger supply of available seed for oil at low cost, the seed raised there being practically all available for crushing except what is required for planting and feeding, while in nearly all the other States the seed has in addition a distinct market value as a fertilizer.

The market for cottonseed products in New Orleans last week was quiet. As to cottonseed oil, buyers and sellers are apart in their views. For good off yellow 25 cents is asked, and reddish oil is offered at 23 to 23½ cents. At the close a steady tone was apparent at 27 to 27½ cents for prime yellow and 25½ to 26 cents for off yellow, as to quality. Cottonseed cake and meal was steady, with a fair export business reported. Receivers' prices were quoted as follows: Cottonseed, nominal per ton of 2000 pounds delivered on river bank from New Orleans to Memphis for good sound seed; cottonseed meal jobbing per carload at depot, 17 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$19.50; oilcake for export, \$19.50, new crop, per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, off crude, 15 to 16 cents per gallon loose f. o. b. tanks here; in barrels, 17 to 18 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 15 to 20 cents; linters, according to style and staple—A, 2½ cents; B, 2½ cents; C, 2½ cents; ashes, none.

**LUMBER.**

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

**LUMBER MARKET REVIEWS.****Baltimore.**

Office Manufacturers' Record,  
Baltimore, Md., April 20.

A very firm tone has characterized the local lumber market during the present week, and the demand is generally good, with stocks in many cases very low and badly assorted. Receipts of North Carolina pine are light, and the movement in air-dried lumber is active, there being a good demand from boxmakers and others in the trade. Stocks are generally light, and it is sometimes difficult to fill orders promptly. Prices have advanced, in sympathy with the demand, and buyers are generally paying the ruling price without asking for concessions. The demand for kiln-dried North Carolina pine is also very decided, and for both domestic and foreign markets the movement is of liberal volume. The market for white pine continues firm, with a good demand, and values unchanged. In hardwoods the domestic inquiry is good, and sales to nearby towns have been larger than usual during the week. Stocks of poplar, walnut, ash and other woods are generally light, and at milling points in West Virginia and Tennessee it is difficult to get orders filled promptly. There is also a fair foreign export business reported, and shipments for April will be about an average.

**Norfolk.**

[From our own Correspondent.]  
Norfolk, Va., April 17.

The North Carolina pine market is now beginning to show some of its strongest features. The movement at the moment is decidedly strong, and manufacturers are beginning to figure on the situation when the spring trade reaches its maximum. Stocks have been much reduced during the inclement season, which restricted logging operations, and now that the demand is of such a pronounced character orders in many cases are hard to fill promptly. Prices show a corresponding advance, and in box lumber the increase in values during the year is remarkable. The recent advance in the price-list makes no difference to buyers, who are eager to get their orders filled in a hurry. The foreign demand for the better grades is also showing considerable spirit, and the volume of business in this direction is expected to show great expansion during the year.

**Savannah.**

[From our own Correspondent.]  
Savannah, Ga., April 17.

There is an active demand for all wood products, and values throughout the general list show considerable firmness. During the past week the movement was of better volume, and shipments aggregated 4,600,749 feet of lumber and cross-ties, of which 1,451,250 feet went to New York, 1,923,252 feet to Philadelphia, 1,124,747 feet to Baltimore and 101,500 feet to Newport News. The reports from interior points in this section of the State are very encouraging, the demand for lumber being sometimes greater than the supply, while prices for desirable stock are firm and advancing. At nearby ports shipments are increasing, and at Brunswick the business of the present month will be above the average. The foreign export business at both Brunswick and Darien is showing up much better than it did, and the Spanish trade is improving. The market here on Saturday last closed very steady, with values

as follows: Minimum yard sizes, \$11; car sills, \$11.50 to \$12.50; difficult sizes, \$13 to \$15; ship stock, \$15 to \$16; sawn cross-ties, \$8.25; hewn cross-ties, 30 cents per tie. Lumber freights are steady, with a light offering of desirable vessels. Rates from this and nearby ports are quoted at \$4.75 to \$5.75 for a range including Baltimore and Portland, Me. The following charters were reported last week: Schooner Willie L. Newton, 306 tons, from Brunswick to New York with lumber at \$5.40; schooner Sadie C. Sumner, 587 tons, from St. Simons to New York with lumber at \$5.37½; schooner F. C. Pendleton, 388 tons, from Savannah to New York with lumber at \$5.40, and schooner Chas. S. Davis, 508 tons, from Savannah to Philadelphia with lumber at \$5.

**Mobile.**

[From our own Correspondent.]  
Mobile, Ala., April 17.

Both the lumber and timber market here show considerable activity, the most promising feature being the firm tone throughout the general list of prices. The general trade of the port shows a still greater volume during the week under review, and the export business promises greater expansion as the season progresses. In the timber market sawn timber is in fair demand at 12½ to 13 cents per cubic foot, 40-foot basis. Cypress logs are selling at 7 to 10 cents per cubic foot, according to average. There is a good demand for pine saw logs at \$7 per 1000 feet. Hewn timber when placed upon the market will bring 13 to 13½ cents, basis of 100 cubic feet, average B1 good. Contracts are made at 12½ to 13 cents per cubic foot. Hewn poplar is in fair demand at 12 cents per cubic foot. The lumber market shows a fair volume of trade, with a good demand from Cuba, Central and South America and European ports. Stocks of lumber at all milling sections adjacent to this city are now much better assorted than they were thirty days ago, and orders are filled more promptly. Prices for all grades are firm and advancing. During the past week the clearances were as follows: Bark Bianchi for Cardiff, Wales, with 34,440 cubic feet of hewn timber and 117,879 feet of lumber; bark Garfield for Vile, Denmark, with 23,318 cubic feet of sawn timber, 6880 cubic feet of hewn timber and 156,526 feet of lumber. The total shipments of lumber from September 1, 1898, to April 15, inclusive, amounted to 41,844,780 feet, against 34,976,542 feet for the corresponding period last year. Shipments of sawn timber since September 1, 1898, amount to 2,587,066 cubic feet, against 1,186,455 cubic feet last year. Timber freights are steady; steam to United Kingdom and Continent £4 12s. 6d. to £4 15s. per standard; sail, hewn, per load, 32s.; sawn, £5 2s. 6d. to £5 5s.; lumber to the West Indies, \$6 to \$7; Rio Janeiro, \$15; River Platte, \$12, and coastwise, \$6.

**Lumber Notes.**

The Elkin Lumber Co. was organized last week at Elkin, N. C., and will commence operations in a few days. The company will manufacture and deal in dressed lumber, tobacco boxes, etc.

Messrs. T. Harlen & Co. of Trenton, Tenn., who are extensively engaged in milling, are about to make additional improvements to their extensive lumber plant by the erection of a \$10,000 stave factory.

It is stated that the work of rebuilding the mill of the Cummer Lumber Co. at the old site in Jacksonville, Fla., was commenced on the 10th inst. and will be pushed to rapid completion. It is thought

that the mill will be completed by October 1.

A royal white-oak tree was felled near Pickaway, in Monroe county, West Virginia, last week. The tree measured six feet in diameter at the stump, and from it was cut 3000 feet of lumber and seven cords of wood.

The Bay City Lumber Co. of Galveston, Texas, and Bay City was incorporated last week, with a capital stock of \$25,000. The incorporators are J. F. Grant of Galveston, B. J. Dantzler and William Cash of Bay City.

The Aransas Planing Mills, in Aransas county, Texas, have been thoroughly overhauled and the machinery put in capital shape. The company considers the outlook very encouraging, and has a number of orders already on file.

George M. Bolinger has begun the erection of a large saw-mill plant at Leas Springs, Tenn. The location of the plant is in the centre of a fine timber section, having access to about 1000 acres of the finest white-oak timber land in East Tennessee.

It is stated that the Browning Engineering Co. has secured control of the property of the Alabama Bridge and Boiler Works, located in Birmingham, Ala., and will begin at once to equip it for the manufacture of saw-mill, logging, conveying and hoisting machinery.

The Kemp Lumber Co. was chartered in Norfolk, Va., last week, with a capital stock of \$5000. The main office of the company will be located in Norfolk. The officers of the company are J. L. Kemp, president; W. T. Zepp, vice-president, and G. H. Corn, secretary and treasurer.

The James River Lumber & Supply Co. was chartered at Newport News, Va., last week, with a capital stock of not less than \$20,000 or more than \$50,000. Mr. H. D. Coleman is president of the company, and the directors are F. P. Palen, J. I. Cottrell, S. R. Beerye, L. S. Cottrell, W. E. Cottrell and W. H. Langdon.

The general offices of the W. A. Pickering Lumber Co. are soon to be moved from Springfield, Mo., to Kansas City, Mo. The principal business of the company at present is along the line of the Kansas City, Pittsburg & Gulf Railroad, and the new location of the offices at Kansas City will facilitate their lumber operations.

Messrs. E. B. Younken & Co. of Williamsport, Pa., purchased last week what is known as the Boyd land, on Wolf creek, near Pearisburg, Va. This is a very fine body of timber land, containing about 4000 acres, and will be developed by a standard-gauge railroad running through Giles and Bland counties, Virginia.

A charter was granted on the 12th inst. at Norfolk, Va., to the Clara Manufacturing Co. The capital stock of the company is \$5000. Its chief business will be to buy, sell and manufacture lumber and erect houses. The chief office will be in Norfolk, and the officers are J. R. Bower, president; J. W. Stubbs, vice-president; C. M. Jackson, secretary, and I. R. Bower, treasurer.

The Granite Mountain Hardwood Co. of Winston, N. C., was chartered on the 12th inst., with a capital stock of \$10,000. The incorporators are W. H. Tunis of Baltimore, W. M. Absher of North Wilkesboro and G. M. Hinshaw of Winston. The company purposes manufacturing all classes of articles made of wood, handle timber and operate saw and planing mills, furniture factories, etc.

The Big Creek Lumber Co., Limited, was chartered last week in New Orleans, with principal place of business at Monroe, La. The capital stock of the com-

pany is \$250,000, divided into 2500 shares of \$100 each. The board of directors for the first year is composed of the following persons: George J. Gould, Edwin Gould and Howard Gould, all of New York, and Robert Strong and E. B. Wheelock of New Orleans.

The Knoxville Saw Mill Co. of Knoxville, Tenn., recently incorporated, has purchased five acres of land on the Southern Railway east of the city and will at once begin the erection of a large plant. The mill is to be built for the purpose of doing special work for the foreign trade. It will be an adjunct to the business of Saxton & Co. of Knoxville, one of the largest lumber-exporting firms in the United States. The company has a paid-up capital stock of \$25,000. The incorporators are H. N. Saxton, Jr., C. G. Schrader, S. W. Jayne, H. M. Hoskins and S. G. Shields. H. N. Saxton, Jr., is president and general manager; C. G. Schrader, secretary and treasurer.

The Texas Lumbermen's Association met in convention at San Antonio, Texas, on the 12th inst. Vice-President R. D. Gribble presided, with Carl F. Drake, secretary. Reports of committees on insurance, legislation, arbitration and finance were adopted. A delegation of business men appeared before the convention and secured the passage of a resolution calling on the legislature to pass a bill authorizing the purchase of the Shreveport & Red River Railway by the Missouri, Kansas & Texas Railway. The convention favored precaution against fires in lumber mills and yards, and recommended that a more efficient policy system be inaugurated. The following officers were elected to serve for the ensuing year: President, E. H. Lingo, Denison; vice-president, Ernest Stevens, San Antonio; secretary and treasurer, Carl F. Drake, Austin. R. D. Gribble was chosen chairman of the board of directors. The convention adjourned at noon on the 13th inst., after selecting Waco as the next place of meeting.

**Southern Hardware Jobbers.**

The ninth annual convention of the Southern Hardware Jobbers' Association will be held at Atlantic City, N. J., June 14, 15, 16. The association has invited every interested manufacturer to be present at the convention, as the programme of the convention has been arranged with a view to benefiting the manufacturer as well as the jobber. The morning and afternoon sessions of the convention will be devoted to jobbers, manufacturers and other representatives. The other session will be of an executive character, at which only the jobbers will be present. Mr. James J. Mandlebaum of Little Rock, Ark., is president of the convention, and Mr. C. B. Carter of Little Rock is the secretary and treasurer.

**North Carolina Copper Mining.**

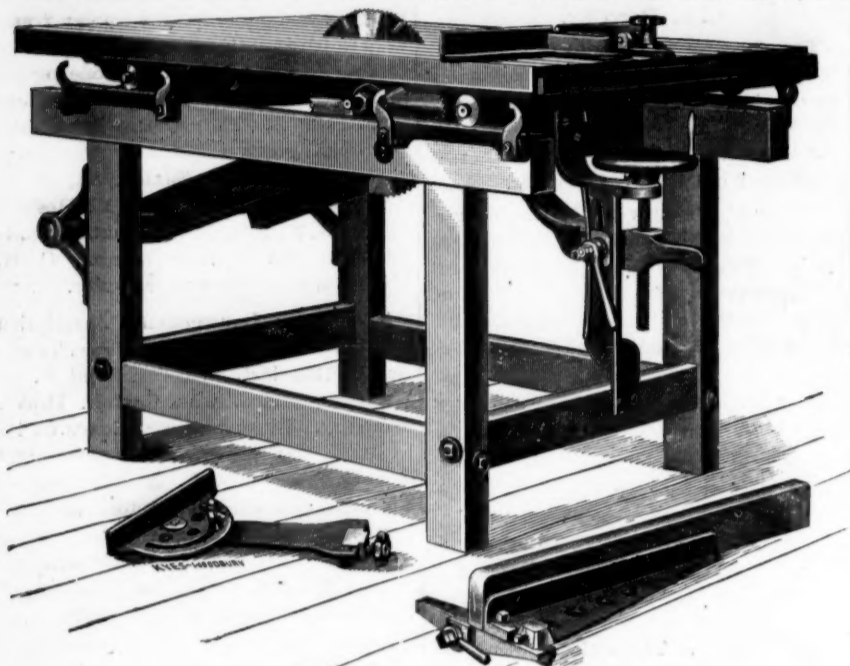
The copper mines in North Carolina are attracting considerable attention, as is shown by the recent organization of two companies at Salisbury under the title of the Union Mining Co., capitalized at \$3,000,000, and the other the United Mining Co., capitalized at \$10,000,000. The United Mining Co. has elected W. G. Newman, president; Joseph J. Newman, vice-president, and Edward N. Newman, treasurer. Mr. W. G. Newman is also president of the Union Mining Co. Both companies are operating the region near Salisbury. In connection with these has been formed the North Carolina Trust Co., with \$1,000,000 capital stock. This company has the same officers as the mining companies.

## MECHANICAL.

### Combination Saw Table.

The saw table shown is of substantial build, combining a number of excellent features and of a design which admits of its being sold at a reasonable price. It is manufactured by H. W. Beach, successor to H. L. Beach, Montrose, Pa., who is building a very complete line of sawing machinery.

The frame is made of black birch or



COMBINATION SAW TABLE.

rock maple, and the table of narrow strips of soft maple carefully glued together and cleated to prevent warping or springing. All lumber is thoroughly seasoned, and that used in the table is kiln-dried. The arbor is carried on a substantial frame, supported on the rocker-shaft at the rear of the machine and raised and lowered at the front by the hand-wheel and screw. A slight movement of the eccentric lever locks this frame securely to the slotted iron at the front of the machine. The arbor is made of extra length outside the tight collar to admit of using dado heads, and a throat extending the whole length of the table may be removed for this work.

The most noteworthy feature of the machine is the anti-friction rolling table, the arrangement of which is made evident by the illustration. This device is extremely simple and accurate in its work. As there is no friction but rolling friction, no oil is required and ease of operation and durability are assured. The table movement may be utilized for crosscutting, mitering and dadoing, and when the rip saw is to be used a single motion of a lever at the front locks the table.

The machine is built in two sizes, table movement being twenty-three inches on the No. 1 and twenty-seven inches on the No. 3. The manufacturer will give further particulars.

### Metal Shingles.

It is interesting to note the gradual growth of any art or industry from its crude days until the present time.

In the matter of roofing, slate has come into use as beautiful and satisfactory to both builder and occupant of the finished house. But the march of progress has demanded something even more beautiful, free from defect and durable. The demand brought the supply, and now the stage of perfection is claimed to have been reached in the metal shingles made by the Montross Metal Shingle Co. of Camden, N. J.

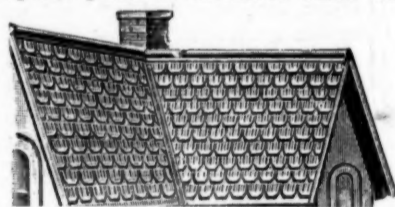
This product has attracted the attention of builders because it is beautiful and uniform, and now, after years' test, its durability has been firmly established, all these qualities undoubtedly the result, not only of intelligent thought, but that other necessary element, the use of best material in their construction.

So popular has the product of this firm become that there is a large and increasing demand, not only from the United States and Canada, but from Mexico, South America and the West Indies, and

carloads of shingles to South Africa. So satisfactory was this latter consignment more recently they have sent two large that there has been received an additional order. The business of this firm has increased more than 50 per cent. over last year, their orders not only growing in number, but in size. For instance, they have recently made a shipment to the East of 15,000 square feet of the Eastlake shingles, and another shipment to the West of 8000 square feet of the Diamond and Gothic tiles.

The illustration shows a section of roof covered with the Montross shingles of the octagon design.

The Montross Metal Shingle Co. claims its Eastlake and octagon shingles embody superior points of excellence which will



METAL SHINGLES.

be proven to all who examine them. The maker calls attention to the ornamental appearance of Queen Anne slating presented, with less than one-sixth its weight; claims they will last double the time the same metal would put on the old way, as there is no strain on the shingles by contraction and expansion; claims it is the most storm-proof side-lock, with the largest overlap of any shingle made; shingles secured along their lower edge, and are held in place permanently; perfect side-lock, large overlap and secure fastenings make leakage impossible; laid complete without solder; no repairs required, as the joints cannot break; hammer and snips the only tools required to lay them; thoroughly painted on both sides with the best oil paint, and constructed on scientific principles, providing for contraction and expansion of the metal.

The Montross Metal Shingle Co. will

be pleased to forward full description and catalogue upon application to anyone interested in roofing.

### Hand-Power Jib Cranes.

This style of frame is adapted for cranes of sufficient lifting capacity for all ordinary business requirements. They are built up in a very substantial manner from either rolled-steel beams or channels, the jib, mast and braces being united by substantial plate knees.

Single-power gearing is used for cranes of 3000 pounds lifting capacity and under, while for greater lifting capacities is used double, treble or quadruple power, as may be required to obtain the necessary lifting capacity.

The gearing is arranged to lower the load, either by hand cranks or by brake; when lowering by brake, the hand cranks remain stationary; the load may be held suspended either by the brake or by the ratchet wheel and pall.

Changes in the speed of the hoisting gear are made by sliding-lock clutches, the hand cranks always remaining on the same shaft.

The trolley is balanced by the hoisting chain, and therefore moves in either direction with equal freedom.

The gearing for operating the trolley is located on the top of the jib, a little forward of the mast, and is operated by an endless pendant hand chain, reaching to within a few inches of the shop floor.

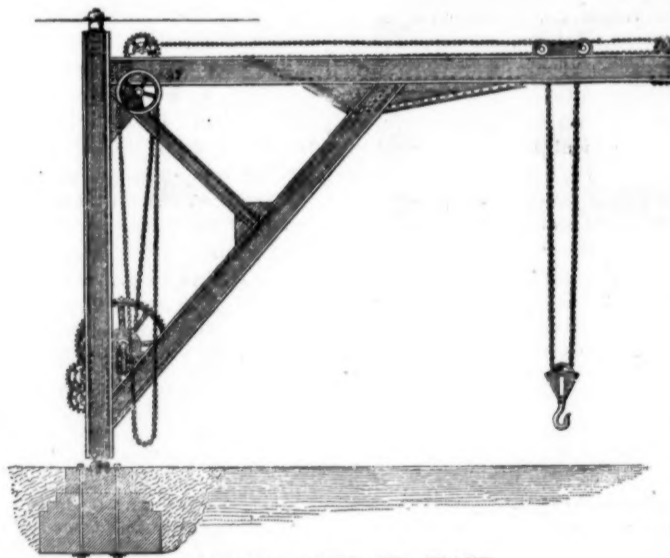
All gearing is made from the best charcoal iron, and all but the chain drum gear is machine cut.

The chain drum is grooved to admit of the chain links lying flat on the face of the drum, thus insuring smooth working of the hoisting chain.

All shafting is made of cold-drawn steel; journal boxes are fitted with caps to take up lost motion and wear, and all babbitt-lined.

The chains are of the best American material and manufacture.

The hand gearing is arranged so as to admit of the cranes being operated by electric motors without involving expensive change other than the necessary gear to connect the hand gear with the motor. The foregoing terse description of the hand-power jib crane illustrated



HAND-POWER JIB CRANE.

can be supplemented if inquirers will address the maker, the Case Manufacturing Co. of Columbus, Ohio.

### Rolling Stepladders.

Modern ingenuity has ventured into every channel of business in its endeavor to improve and make easy the conduct of the various departments of mercantile and manufacturing life.

In a multitude of establishments it is found necessary to have shelving for the

filing of various documents and other printed material. The long-felt want of a handy device for reaching and obtaining easy access to every portion of such shelving (without the necessity of carrying a ladder from place to place and climbing up and down) was filled some few years back by the introduction of the rolling stepladder. Of a number of these ladders now offered to the public we illustrate one of the most successful and well known, namely, the Milbradt rolling stepladder. These ladders are manufac-



ROLLING STEPLADDER.

tured by Messrs. G. A. Milbradt & Co. of St. Louis, Mo., and their illustrated and descriptive catalogue No. 16 presents full particulars regarding them.

The Milbradt ladders have been on the market for fifteen years, and are in use throughout the world, having met with permanent approval wherever they have been introduced.

Those who have not used, or seen used, these devices can readily imagine from the illustration here given what useful-

ness and convenience can be obtained by their installation.

The manufacturers will send catalogues or answer inquiries from those interested or who may be prospective buyers.

### Metallic Gaskets.

In the accompanying illustrations is shown a new idea in the manufacture of metallic gaskets, claimed to be an improvement over the old leather and rubber article, which have been widely no-

ticed and extensively adopted by steam-users throughout the country.

Two different patterns of the metallic gasket are shown, which consist of thin sheet copper stamped with concentric corrugations. Three to six corrugations answer as well as more, the space within the bolt holes determining the width of the gasket. Connections made by the use of this improved article are not so affected by heat and pressure as to blow out after continued use, for each corru-

built up a large domestic and foreign trade.

The standard machine built by this concern is shown in Fig. 1, and consists of a steel track, upon which runs the wheels supporting the machine proper, consisting of sweeps, platforms and lattice work, this, in turn, supporting four chariots, each capable of seating four passengers, and together with twelve pairs of horses, each of which have an animated and exhilarating galloping motion; sixteen chairs

used, one man can operate the gallery successfully, because of the fact that the electric controller is placed directly upon the machine, so that one man may act as both fare collector and operator, he having perfect and absolute control of the motion. The motor used for this purpose is shown in Fig. 2.

Another somewhat similar machine is built in which there are three horses abreast instead of two, the number of chariots remaining the same, increasing

scrolls, beveled mirrors and supported by heavy brass columns, the whole effect being one of grandeur and splendor, such as to make it impossible to fully appreciate its beauty without viewing the actual machine, and the same may be said of the exhilaration experienced from the delightful rising and falling movement of the chariots.

With each type of the above three types of machines are furnished suitable organs. The one for the Mountain-Valley machine is a military band organ of a size and finish in keeping with the beauty of the whole machine.

In addition to the electrical motor for operating these machines, a lighting plant is also furnished (as part of the regular

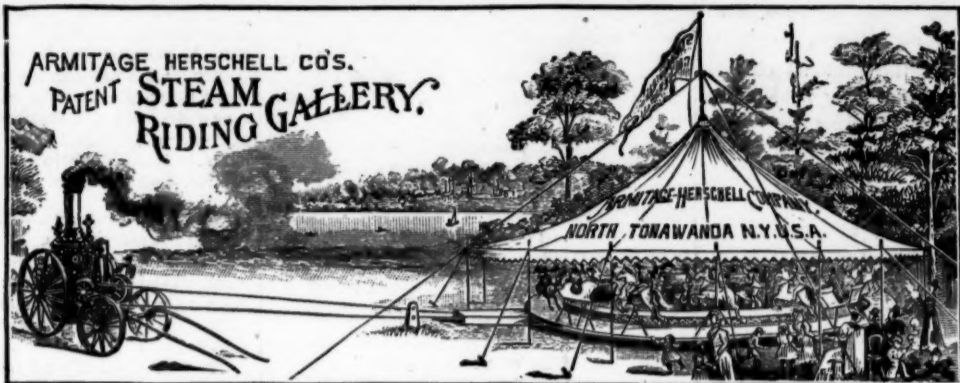


FIG. 1.

gation makes the entire circle of the flange, and so long as the contact is kept complete by compression the joint cannot leak. This style of gasket, the manufacturer claims, is not impaired by the repeated expansion and contraction of steam pipes, and is, therefore, of much service on pipes in which steam is used alternately on and off. It is also claimed to be practically indestructible, and can

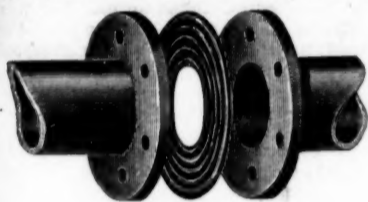


FIG. 1.

be used to advantage for the general uses of packing in all positions where rubber and other destructible materials are now employed. In cost these goods compare very favorably with other gaskets now upon the market, and, as they are furnished to steam-users the exact size required to make a tight joint, there

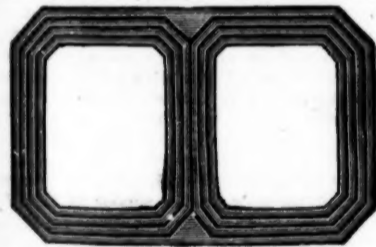


FIG. 2.

is consequently no surplus material paid for.

Aside from the circular and square patterns here illustrated, the manufacturer has also placed these gaskets before the public in oval, rectangular and irregular shapes for steam chests and cylinders of engines and pumps, the line embracing lip union, flange union, plain and ball-joint gaskets for pipes carrying water, steam, air and gas.

Further information can be obtained by addressing the United States Mineral Wool Co., No. 2 Cortlandt street, New York.

#### Steam Riding Galleries.

Upon no manufacturer are greater demands made for something new, unique and novel than upon the builder of amusement machines, and in no way can this be better appreciated than by a visit to the extensive works of Armitage-Herschell Co. at North Tonawanda, N. Y., who are pioneers in this field and have

are also provided, making the seating capacity of the machine fifty-six persons.

All of the parts of these machines are made in large quantities by workmen skilled in their particular duties, and being built upon the interchangeable system, when ordering repairs it is only necessary to give the name of the piece desired, which is sure to fit perfectly when received.

All of the parts are ingeniously fitted and interlocked, so that the whole machine may be assembled in a very short time, and when the various pieces are all in place, with their bolts tightened up, the whole framework becomes rigid as one piece, thus lengthening the life of the machine.

Rotation is obtained by a steel cable passing about a groove on the circumference of the machine. This cable is driven by a stationary engine, or where electric power is available, by means of an electric motor, either of which are built by the company, thus assuring that each

the capacity by twelve riders and increasing the earning capacity to the same extent.

In order to supply a machine adapted for permanent locations the Mountain-Valley, shown in Fig. 3, has been evolved, and represents the highest development

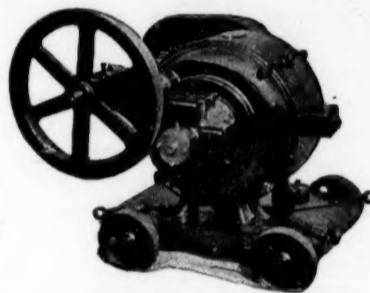


FIG. 2.

of modern amusement machines. Upon an undulating track having a rise and fall of six feet are propelled eight gorgeous chariots, each with a seating capacity of twelve passengers. Each chariot is re-

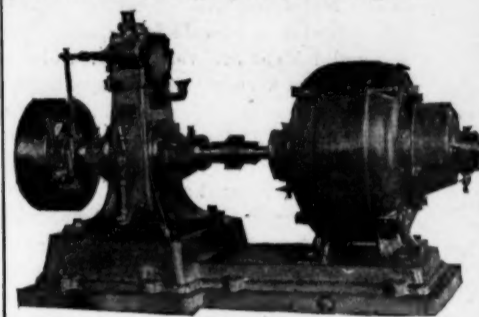


FIG. 4.

equipment for the Mountain-Valley, and as an extra for the other machines). This plant is shown in Fig. 4, and consists of a suitable generator mounted upon the same base and driven directly by a small high-speed engine. These machines are built in various sizes.

The lamps used are the latest type of enclosed arc lamp, burning 150 hours without filling up of carbons and giving about 1400 candle-power each.

The Armitage-Herschell Co. solicits inquiries and takes pleasure in furnishing detailed description and information, together with net prices, upon application.

Small Accumulators. By Percival Marshall. Publishers, Spon & Chamberlain, New York. Price fifty cents.

This is the first of a series of popular scientific handbooks for students and engineers. It deals with the theory of the accumulator, explains the construction of

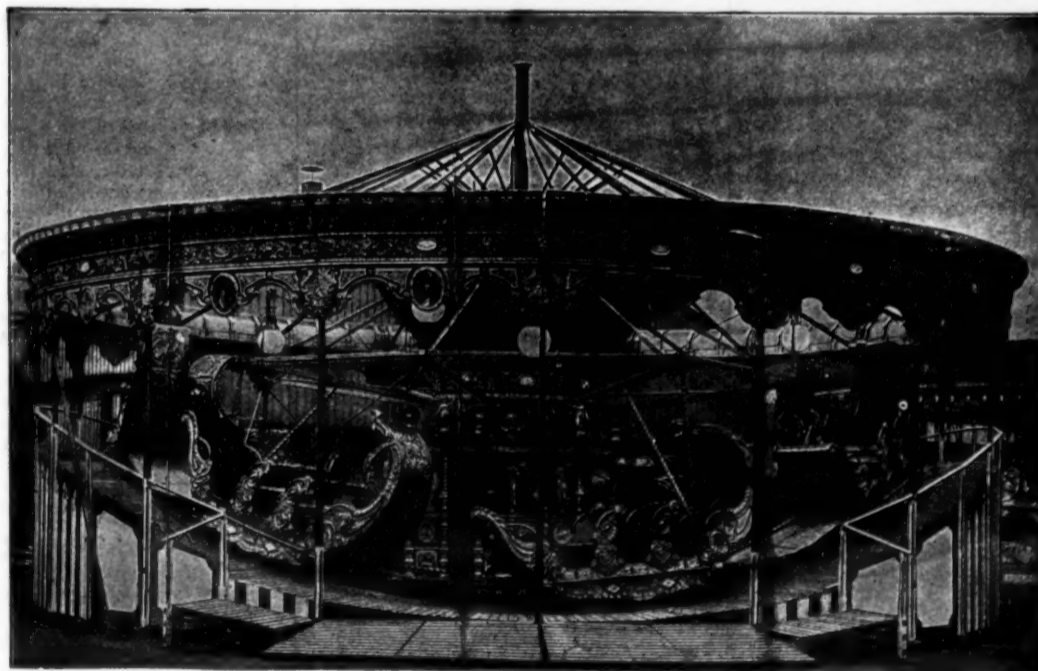


FIG. 3.

would be adapted for the other. This method of driving and the galloping motion are covered broadly by United States, Canadian and British patents.

These machines can be operated successfully by two men where a permanent stand can be obtained, although it is advisable to have three men when the machine is to be moved from place to place. When, however, the electric motor can be

splendid with massive carving and gorgeous decorations, being studded with bevel mirrors and richly upholstered. Each chariot is attached to the portable frame by elaborate brass rods, and moving about a center of magnificent pictures and superb ornamentations.

Over the whole is a canvas top, surrounded by a carved valance resplendent with medallion pictures, hand-carved

pocket accumulators, describes a number of types, tells how to charge and use the accumulators, and gives details of practical application of them to everyday life. An appendix contains a number of useful recipes, a glossary of technical terms, and a list of books for parallel reading. The value of the books is distinctly increased by a number of carefully-drawn illustrations.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., April 20.

The feeling in the local phosphate market is one of confidence in the future, and the tone is generally firm, with the volume of business limited at the moment. Sales of South Carolina, Florida and Tennessee rock are reported at better figures, and receipts are likely to be more liberal during May. The market at points of shipment in the Southern phosphate belt continues to appreciate. Values for South Carolina rock are reported higher, and the demand, both domestic and foreign, is of better volume. The situation in Florida is decidedly better, and miners are very busy, while a number of new companies are opening up deposits. On the proposed line of the new Cummer Railroad large tracts of phosphate land have been recently sold and will be developed at once. Great activity continues at Florida ports, and shipments from Fernandina for April will likely be larger than any in the history of the industry. The market for Tennessee phosphate is strong at \$3 to \$3.75 f. o. b. for domestic and \$4 f. o. b. for foreign business. The following phosphate charters were reported last week in New York: British steamer Flowergate, 1201 tons, from the South to the United Kingdom or Continent on private terms; British steamer James Turpie, 1082 tons, from Charlotte Harbor to a direct port in United Kingdom at 17/3, and British steamer Alma, 1563 tons, from a Southern port to the United Kingdom or Continent on private terms. The British ship Centurian, 1704 tons, was chartered to load nitrate from west coast South America to Hampton Roads for orders at 25/-. The schooner Jose Olivari, 588 tons, was chartered yesterday to load phosphate rock at Charleston, S. C., for New York on private terms.

### Fertilizer Ingredients.

The movement in ammoniates is confined to small lots, but the tone is generally firm throughout the general list. Manufacturers are not purchasing freely, but are only taking stock for current wants. In the West stocks are generally light, and values firm. There has been a fair trade from Eastern sources during the week. Dried blood and tankage are strong. Nitrate of soda is steadier. Sulphate of ammonia is unchanged.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 75	@	2 80
Nitrate of soda.....	1 70	@	1 72 1/2
Blood.....	1 95	@	1 97 1/2
Hoof meal.....	1 75	@	1 77 1/2
Azotine (beef).....	1 85	@	—
Azotine (pork).....	1 85	@	—
Tankage (concentrated).....	1 65	@	1 67 1/2
Tankage (9 and 20).....	1 75	@	and 10
Tankage (7 and 30).....	17 00	@	17 50
Fish (dry).....	20 00	@	—
Fish (acid).....	12 00	@	—

### Phosphate and Fertilizer Notes.

It is stated that a firm in Gainesville, Fla., is soon to erect phosphate plants at several points in the western part of Alachua county on the Cummer lands.

The British steamer Birdswold cleared last week from Savannah with 3382 tons of Florida high-grade phosphate rock for Rotterdam and 728 tons for Hamburg.

The sale of fertilizer tags by the agricultural department of Alabama up to April 1 shows a decrease from the record of last year, being 25 per cent. less. The tag sales of the present year amount to 901,000, while those of 1898 amount to 1,193,000.

The British steamer Nymphaea sailed on the 12th inst. from Port Tampa for Stettin with 2518 tons of phosphate rock

from J. Buttgenbach & Co. The British steamer Armenia and the Norwegian steamer Nor were loading phosphate cargoes on the 13th inst. for European ports.

It is stated that Armour & Co. of Chicago have decided to establish a branch of their fertilizer works in Baltimore, and have selected Locust Point as the location. The plans of the firm are not yet matured, but it is expected that about July 1 specifications and plans for the buildings and particulars as to size of plant, etc., will be announced.

It is stated that the deal which has been pending for some time past for a consolidation of the leading Northern manufacturers of fertilizers will probably be closed at an early date. Until this is completed the capital of the new company cannot be definitely announced, but the promoters are talking of \$34,000,000. It has been practically decided that there shall be \$17,000,000 of preferred stock and probably an equal amount of common stock.

The week ending the 15th inst. was one of the most active weeks at Fernandina in phosphate shipping circles reported for some time past. Seven cargoes of phosphate rock left the port during the week for foreign ports. The present week will also be one of great activity, there being six or seven vessels loading with phosphate. It is stated that the phosphate output will steadily increase so long as prices in the European market continue to advance.

The shipments of phosphate rock to domestic ports from the port of Charleston, S. C., for the week ending the 14th inst. were as follows: Schooner Rillie S. Derby for Philadelphia with 600 tons; schooner Mary Curtis for Baltimore with 560 tons, and schooner Warner Moore with 674 tons; schooner Mary B. Baird for Elizabethport with 1227 tons, and barges Maria Dolores with 500 tons and Carrie L. Tyler with 707 tons, both for Wilmington, N. C., making a total of 4268 tons. The total shipments of phosphate rock to domestic ports since September 1, 1898, amount to 67,434 tons, against 64,521 tons last year.

[Continued from page 220.]

A dispatch from York, Pa., is to the effect that the York Manufacturing Co. will erect a foundry for manufacturing gun metal to be 40x63 feet in size. The company may make other additions to its plant, expending about \$100,000 in all.

Recent losses by fire include the following: Comey & Johnson's hat factory, damage \$150,000; A. W. & J. Sampliner's cloak factory, \$10,000, all at Cleveland, Ohio; Northern Pacific Railway shops at Mandan, N. Dak., damage \$75,000.

The coal-hoisting plant which is to be built at Spring Valley, Ill., will be erected for the Pittsburg Bridge Co. of Pittsburg, Pa. The apparatus includes a steel tower seventy feet high and weighing 120 tons. The plant will cost \$75,000.

According to a dispatch from Pittsburg, Pa., Horace Reed of McKeesport, Pa., and A. C. Cronmeyer of Pittsburg are interested in a new tinplate plant to be built at Port Angeles, Wash. It will comprise four mills and employ 600 hands.

The Lowell Manufacturing Co. of Lowell, Ohio, writes the Manufacturers' Record that it has erected five buildings, including an engine-house, for its plant, and has secured machinery from a works already in operation. It will manufacture woodenware.

The Continental Clay Brick Co., comprised of Philadelphia capitalists, has secured the clay deposits and brick plant at Brandywine Summit, Pa., and will enlarge the present works. Among those interested is Thomas P. Cooper of Media, Pa., who is vice-president.

A dispatch from Providence, R. I., is to the effect that T. A. Stowell and others of that city are considering the constructing of a dry-dock which will be at least 400 feet long and 110 feet wide. It is calculated to form a company with \$200,000 capital.

The Long & Alstatter Co. of Hamilton, Ohio, writes the Manufacturers' Record that it intends erecting an addition to its foundry which will make the entire length of its building 206 feet. It will install two 30-ton traveling cranes, which have already been purchased.

The Parker Mills Co. of Fall River, Mass., has determined to increase its capital from \$500,000 to \$800,000 to build an additional cotton mill. Seth A. Borden is treasurer. This is the company which has been considering the town of Warren, R. I., as a site for the mill.

It is understood that representatives of the Standard Oil Co. have recently been in New Mexico examining ore deposits existing in that territory with the view of constructing a large steel plant. If built it will be erected in what is known as the Santa Rita district.

The Castalia Cement Co., Publication Building, Pittsburg, Pa., informs the Manufacturers' Record that it intends constructing two buildings, each to be 70x200 feet in dimensions. A full equipment of machinery will be purchased and contracts let for the building. The cost of the plant is estimated at \$200,000.

The Pittsburg Sheet Manufacturing Co., it is stated, has decided to locate at Shousetown, Pa. The plant will include a main building 250x100 feet and about 1000 horsepower will be used. The equipment will include several hot and cold mills and a galvanizing plant. R. A. Wilson is president of the company.

A branch of the syndicate interested in the manufacture of automobiles has been chartered in Illinois and, it is understood, intends building a plant for the manufacture of these vehicles in Chicago. It is reported that among those interested is Martin Maloney of Philadelphia, also Joseph Lelter of Chicago.

In a letter to the Manufacturers' Record Mr. Henry M. Whitney of Boston writes that nothing definite has been done as yet relative to the proposed iron works to be built in Nova Scotia. This plant, if built, will be located at Cape Breton, and it is understood will represent an investment of several million dollars. Mr. Whitney's address is 95 Milk street.

The Canadian Inland Transportation Co., recently formed with \$4,000,000 capital stock, it is stated proposes constructing a number of elevators at different points on the lakes and operating a fleet of ten steamers in competition with the present American service. George H. Bertram, a ship-builder of Toronto, Ont., is mentioned among the directors of the company.

A number of New England cotton-mill owners have become interested in the American Warp Drawing Machine Co., which has recently been incorporated in Maine with \$3,000,000 capital stock. It is stated that the company intends manufacturing this apparatus and may build a large plant for the purpose. Among those interested are P. B. Cheney of Manchester, N. H., also Nathaniel J. Rust of the same place.

The power station now being constructed on St. Mary's river, near Sault Ste. Marie, Mich., will be one of the largest in the United States. Contracts were partially let in August, 1898, and it is calculated that about \$3,000,000 will be invested in the enterprise. It includes a canal two and one-third miles long, 200 feet wide and twenty-two feet deep, and a power-house 1350 feet long and 125 feet wide. At this point power will be generated to operate a large plant for manufacturing calcium carbide, also a reduction works which is to be built. About 40,000 horse-power is expected to be generated. A syndicate of Detroit capitalists, which includes Hon. Russell A. Alger and Hon. James McMillan, are mentioned among the principal parties interested.

## TRADE NOTES.

**Phosphate Lands.**—Major E. Willis of Charleston, S. C., is offering for sale some mines and phosphate lands. (See advertisement.)

**Magnolia Metal Company.**—The Magnolia Metal Co. of 266 West street, New York city, has recently opened new offices at 723-25 Liberty avenue, Pittsburg, Pa., and at 318 St. Paul street, Montreal, Canada.

**A 6,000,000-Gallon Filtering Tank.**—The New York Filter Manufacturing Co. of 26 Cortlandt street, New York city, has received from the West Virginia Pulp & Paper Co. of Caldwell, W. Va., contract to supply a 6,000,000-gallon filtering plant. The order was taken by Mr. Charles Wilson.

**Recommending Buffalo Blowers.**—The National Iron Co. of Reed City, Mich., in a

letter to the Buffalo (N. Y.) Forge Co., says: "We would not think of using anything but the Buffalo; it is the only blower we know of that will stand up and do its business; we tried four other kinds, but found none to compare with the Buffalo."

**Car Works for Sale.**—The entire plant of the North Carolina Car Co. at Raleigh, N. C., is offered for sale by the receivers. This plant is completely equipped with woodworking department, foundry, car-wheel works, etc. Messrs. Ed. C. Smith and Charles H. Belvin, receivers, advertise full particulars in this issue of the Manufacturers' Record.

**Reese-Hammond Improvements.**—The Reese-Hammond Fire Brick Co. of Bolivar, Pa., is running its four plants at full capacity and doubling the capacity of No. 4 plant by putting in new machinery, erecting a new dryer 32x184 feet and other buildings, adding twelve new kilns. The company expects in sixty days to have the capacity of the No. 4 plant up to 75,000 brick per day.

**Flour-Mill Contracts.**—The Wolf Company of Chambersburg, Pa., closed a number of Southern contracts lately; one was for complete 200-barrel gyrator mill at Cleveland, Tenn.; for a 40-barrel gyrator mill at Adams-town, Md.; for a 30-barrel gyrator mill at Lorena, S. C., and a 30-barrel mill at Frederick, Md. Also closed contracts for a 100-barrel gyrator mill at Naponee, Neb.; 75-barrel gyrator mill at Chadds Ford, Pa., and 30-barrel mill at Bandanna, Pa.

**Manufacturing Telephones in the South.**—One of the most complete telephone factories in the South is that of the Telephone Manufacturing Co. at Sumter, S. C. This company is employing about 100 employees in the various departments, and produces every part of its entire line of instruments, switchboards and kindred apparatus. This make of telephones is in use by many of the largest exchanges in the United States, and very recently shipments have been made of complete outfits to four North Carolina and two South Carolina towns. One was an exchange of 400 drops, with improved combined drop and jack, with self-restoring shutter, and another was a 500-drop board. The company expects to increase its business 400 per cent. this year.

**Exceptional Opportunity in Manufacturing.**—The closing of partnership interests is often the means of making opportunities for parties with capital to engage in manufacturing; frequently the business is already developed and successfully making money for its owners. This thought is prompted by the offering of a business at low figures. The business in question is claimed to be well established, affording good profits, requiring 1000 to 1500 tons of heavy castings and limited machine work during the coming eight months. Some stock of machinery, complete set of patterns and drawings, etc., are on hand, together with a good business merely waiting for someone to undertake to supply the goods. It is claimed that a wide-awake manufacturing house with a corps of Southern agents can do a business affording profit of from \$40,000 to \$60,000. Address "F," care of Manufacturers' Record.

**New Bedford's Textile School.**—The erection of the new textile school in New Bedford has been advancing at a rapid rate, and is expected to be roofed during May. The new Cahall boiler has arrived and is being set in position; the engine is being built in Buffalo, N. Y. Among late donations of machinery and supplies towards the equipment of the school are a loom from Kilburn & Lincoln of Fall River; a complete humidifying equipment from the Drosophore Co. of Boston, Mass.; supplies from S. C. Lowe of New Bedford, Covell & Osborn of Fall River, the American Supply Co. of Providence; the Laminar Fiber Co. of North Cambridge, Mass., and Frederick Grinnell, Esq., of the General Fire Extinguisher Co., have made handsome cash donations towards the funds of the school. The Mason Machine Works will provide some machinery in addition to that formerly promised, and Stoddard, Hasek & Richards of Boston will supply two looms, making sixteen in all, besides hand looms. The contract for the hand looms has been placed, and it is now assured that the school will commence operation with the finest exclusively cotton-manufacturing plant in any textile school in existence. There is not only one complete set of machinery for converting a cotton bale into cloth, but, in many cases, duplicates and triplicates, so as to give students an opportunity of learning their trade on all the leading makes of American machinery. Inquiries for information as to the date of opening of the school, fees, etc., should be addressed to Managing Director C. P. Brooks of New Bedford, Mass.

# CONSTRUCTION DEPARTMENT.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matter reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Anniston—Cottonseed-oil Mill.—Arrangements are being made for the establishment of a cottonseed-oil mill. Address W. W. Stringfellow.

Birmingham—Electric-power Plant.—The Birmingham Traction Co. is having estimates made for doubling or tripling the capacity of its electric-power plant, and will bid for lighting the city.

Birmingham—Iron Furnace.—Caldwell Bradshaw, acting as agent, has sold the Mary Pratt Furnace Co.'s property to Northern capitalists, who will probably put it in blast at an opportune time.

Birmingham—Saw-mill Machinery Works The Browning Engineering Co., W. D. Browning, manager, has secured control of the property of the Alabama Bridge and Boiler Works and will equip it for the manufacture of saw-mill, logging, conveying and hoisting machinery, etc.

Brewton—Rice Mill and Sugar Refinery.—A rice mill and sugar refinery will be established. Names of interested parties will be announced later.

Henryellen—Coal Mines.—McNamara Bros. are developing new mines.

Henryellen—Coal Mines.—Price & Stephens are developing coal mines.

Montgomery—Electric-light, Heat and Power Plant.—Montgomery Water Power & Electrical Co. has been incorporated, with J. S. Pinckard, president; J. C. Haas, vice-president, and McD. Cain, secretary-treasurer, to furnish light, heat and power to the city.

New Decatur—Machine Shops.—R. M. Newbold & Co. of Birmingham have secured contract for erection of the extensions of the shops of the Louisville & Nashville Railroad Co. at New Decatur.

Oxford—Oil Mill.—The Oxford Cotton Oil Co. has been organized, with a capital stock of \$15,000, for the erection of a cottonseed-oil mill.

Point Rock—Pencil Factory.—It is reported that a cedar-pencil factory will be erected. Names of interested parties will be announced later.

Selma—Cotton Mill.—The Cawthon Cotton Mill Co. has let contract for a \$20,000 improvement to its mills, including the erection of large warehouse rooms and installing additional machinery; present equipment 13,000 spindles and 385 looms.

Talladega—Cotton Mill.—The Highland City Mills, recently noted as formed, will erect a plant of 5000 spindles for producing yarns. F. H. Hicks will be president; Cecil Browne is interested.\*

## ARKANSAS.

Fort Smith—Real Estate.—The Lyman Real Estate Co. has been incorporated with Thomas I. Greenstreet, president; George H. Lyman and Joseph M. Hill, directors; capital stock \$10,000.

Little Rock—Electrical Company.—The Fish Electrical Co. has been incorporated with Charles E. Rosenbaum, president; Jno. E. Osborne, vice-president, and Henry H. Schmuck, secretary-treasurer; capital stock \$5000.

Magazine.—Chartered: The Choctaw, Oklahoma & Memphis Townsite Co., by O. M. Ellsworth, E. H. Cooke, C. E. Bennett, J. M. Owen and others; capital stock \$80,000.

Pine Bluff—Real Estate.—S. C. Well, M. Gans, J. Y. Saunders, Sam Kaufman and others have incorporated the Eureka Land Co., with a capital stock of \$3500.

## FLORIDA.

Jacksonville—Saw Mill, Dry-Kilns, Planing Mills, etc.—The Cummer Lumber Co. is rebuilding its saw mill, planing mill, dry-kilns and lumber piles, recently burned. The company has recently constructed a machine and repair shop supplied with all necessary machinery.

Rockwell—Terminal Company.—Hugh D. Auchincloss is president, John L. Inglis, vice-president, and Ralph Barker, secretary-treasurer of the Port Inglis Terminal Co., reported last week as incorporated. The company will operate steam vessels, barges, etc., and conduct a general real estate business, employing about 300 workmen. Contracts have already been let for railroad, saw mill, dredges, etc.

## GEORGIA.

Athens—Cord Mill.—The Mallison Braided Cord Co. (lately reported) has installed thirty-three additional braiding machines and has contracted for 500 spindles for spinning cotton; seventy-five braiding machines are now in operation, and outfit will be added for spinning coarse yarn.\*

Atlanta—Cotton Mill.—The Exposition Cotton Mills, reported last week as to be enlarged, will add about 160 looms; company has all the necessary power for driving the required machinery, but will purchase everything needed in the way of machinery and supplies to start about 160 looms. There is also under discussion the question of erecting mill No. 3; J. D. Turner, president.\*

Atlanta—Asbestos Mines.—It is reported that Bancroft & Kenrick of Manchester, England, are investigating with a view of purchasing the Sall mountain asbestos mine at Atlanta.

Cedartown—Cotton Mill.—The erection of a mill for using the waste of the several Cedartown mills and for using low grades of cotton is proposed. Charles Adamson, manager Cedartown Company, can give information.

Cedartown—Cotton Mill.—The Cedartown Cotton Manufacturing Co. is to arrange soon for the installation of the extra 7500 spindles for the Paragon Mills, which it purchased recently, as reported; 5000 spindles are now in the mill.

Cedartown—Cotton Mill.—The Cedartown Cotton Manufacturing Co. will erect an additional building soon to accommodate the 11,000 additional spindles which it proposed recently (as reported) to add to its 9000-spindle mill.

Covington—Electric-light Plant.—An electric-light plant will be erected. Address "The Mayor."

Dallas—Cotton-oil Mill.—W. H. Thomas and S. I. Munger are among those interested in the erection of the cottonseed-oil mill lately reported.

Dallas—Cotton Mill.—B. T. Drake, R. D. Leonard, E. S. Davis of Dallas and W. S. Witham of Atlanta are interested in the erection of the new cotton mill lately reported.

Longview—Cotton Mill.—Jesse Thompson, Sr., will erect a \$100,000 cotton mill to employ 200 operatives; an electric-light plant will also be installed.

Macon—Sewer-pipe Works.—H. Stevens' Sons Co. is installing new boilers, down-draft furnace and other machinery, contracts for which have been let.

Macon—Cotton Warehouse.—Jake Heard has arranged to erect a large cotton warehouse at the corner of Fourth and Cherry streets.

McDonough—Cotton Factory.—A stock company will be organized for the erection of a cotton factory. Address Thos. D. Stewart.

McDonough—Telephone Exchange.—Dr. James E. Woods is erecting a telephone exchange.

Newnan—Cotton Mills.—The Newnan Cotton Mills contemplates increasing its plant; J. F. Lovejoy, secretary-treasurer.

Ochwalkee—Lumber Mill.—Hilton & Dodge Lumber Co., Darien, Ga., will rebuild its burned mill at Ochwalkee.

Pine Bloom—Lumber Mill.—The Gray Lumber Co. will rebuild its mill recently burned.

Rochelle—Artesian Well and School.—The city will hold an election to decide the issuance of \$7000 of bonds for boring an artesian well and erecting a school building. Address "The Mayor."

Rome—Filter and Electric-light Plant.—

The city will put in a filter plant of some kind, as lately reported, either sand or mechanical, contract to be let within the next sixty days; will also either purchase the present one or erect a new arc-light system, as lately mentioned. Address John J. Seay, mayor.\*

Talbotton—Blacksmith and Repair Shops.—S. W. Thornton & Son will rebuild their blacksmith and repair shops recently burned.

West Point—Knitting Mill.—J. Calvin Hess, representing the Scott & Williams Manufacturing Co. of Philadelphia, Pa., has organized a company for the purpose of erecting a knitting and yarn mill in West Point for the manufacture of hosiery, underwear, ball thread and yarn.

## KENTUCKY.

Cynthiana—Distillery.—Arthur I. Rand of New York city and others have incorporated the A. Keller Company for the manufacture of whiskey; authorized capital \$5,000,000.

Hopkinsville—Stable.—M. L. Elb will erect a large two-story brick livery stable to replace one recently burned.

Jennie—Grist and Saw Mill.—J. C. Monroe has sold his grist and saw mill to J. W. Monroe of Glasgow Junction.\*

Lawrenceburg—Distillery.—Raymond G. Shipman of New York, N. Y., and others have incorporated as Waterfill & Freeder for the manufacture of whiskey; authorized capital \$5,000,000.

Lawrenceburg—Distillery.—R. Chester Raun of New York, N. Y., and others have incorporated as Bond & Lillard for the purpose of dealing in whiskey; authorized capital \$5,000,000.

Lexington—Distillery.—Joseph Rosenbaum of New York, N. Y., and others have incorporated the William Tarr Company for the manufacture of whiskey; authorized capital \$5,000,000.

Louisville—Woolen Mills.—The three-story addition lately reported as being erected by the Beargrass Woolen Mill will be of brick, 60x60 feet; eight broad looms, with all the additional machinery for the manufacture of blankets, will be installed; also a 150-horsepower engine; entire improvements to cost about \$16,000.

Louisville—Wheel and Car-truck Plant.—The Louisville Forge Co. has been incorporated for the manufacture of wheels and car trucks by J. K. Stewart, A. Briggs Carter, C. B. Stewart and others; capital stock \$25,000.

Owensboro—Cigar and Cigarette Factory.—The Green River Tobacco Co. of Davies county has been incorporated to manufacture cigars and cigarettes by John D. and E. W. Elliott and E. M. and E. W. Smith; capital stock \$30,000.

Paducah—Brewery.—L. W. Johnson will organize a company for the establishment of a brewery.

Paris—Distillery.—Hoyt F. Spooner of New York city and others have incorporated the C. G. White Company for the manufacture of whiskey; authorized capital \$5,000,000.

Pembroke—Grain Elevator.—W. H. Jernigan & Co. are erecting a 40,000-bushel grain elevator.

Providence—Coal Mines.—W. J. Nesbit, general manager of the Providence Coal Co., lately reported as having purchased the Slope coal mines, will install an electric haulage and mining-machine plant some time this summer.

Waco—Tiling Factory.—Chas. L. Searcy will purchase a new steam outfit of machinery for his tiling factory.

## LOUISIANA.

Abbeville—Sugar Refinery.—The company recently reported as to be organized by C. J. Edwards and Solomon Wise for the erection of a sugar factory has been incorporated as the Solomon Wise Refinery Co., Limited, with a capital stock of \$100,000; site has been selected and plant will have a daily capacity of 300 tons.

New Orleans—Jewelry Factory.—D. A. Walter, R. J. Beltran, R. H. Schaffnit, A. Beltram and others have incorporated the Walter & Schaffnit Co., Limited, for the manufacture and sale of jewelry, etc.; capital stock \$15,000.

Shreveport—Cotton Mill.—The Hargrove Cotton Manufacturing Co., Limited, will be incorporated, with capital stock of \$100,000,

to erect and operate the cotton factory recently projected; Jules Dreyfuss, president; L. M. Carter, first vice-president; Jno. W. Taber, secretary, and Ben Holzman, treasurer. Address the secretary.

## MARYLAND.

Baltimore—Novelty Factory.—William A. Dorman, William A. Moore, John Higgins, E. Allen Sauerwein, Jr., and Chas. J. Carroll have incorporated the Dorman Company for the manufacture of novelties; capital stock \$8100.

Baltimore—Tinware Factory.—Keen & Hagerty are having extensive additions made to their enameling plant, which will double its capacity; present output 8000 pieces per day.

Baltimore—Snuff and Tobacco Factory.—G. W. Gall & Ax have added about 200 additional operatives, now employing about 800; output is 20,000 pounds daily.

Baltimore—Cooperage.—The Baltimore Cooperage Co. has been incorporated by Henry A. Brehm, John B. Berger, John Eppler, J. Henry Eppler, Antone L. Meyer, Joseph Thorwarth and Maurice Wyman for the purpose of operating the plants of C. Eppler & Sons and Joseph Thorwarth in the manufacture of barrels, tanks, casks, kegs and all kinds of woodwork; capital stock \$100,000. Henry A. Brehm is president.

Baltimore—Automobile Factory.—The Crouch Automobile Manufacturing & Transportation Co. will be incorporated by W. Lee Crouch of New Brighton, Pa.; D. A. Clark, 2021 Maryland avenue, Baltimore; Louis R. Davidson, Beaver Dam, Pa., and a number of Baltimore parties for the manufacture of the W. Lee Crouch automobile.

Baltimore—Hay Shed.—The Pennsylvania Railroad Co. will erect a brick, frame and iron hay shed 150x50 feet at Union and Constitution streets.

Centreville—Handle Factory.—Joseph P. Bryan of Baltimore, Md., representing the Martin Manufacturing Co., is investigating with a view of establishing a handle factory to employ about sixty operatives in Centreville.

Frederick—Flour Mill.—Harry E. Krise has contracted for a 30-barrel flour mill.

Hagerstown—Brewery.—New York city and Latrobe (Pa.) parties will erect a brewery in Hagerstown. Names of interested parties will be announced later.

Hyattsville—Electric-power Plant.—The City & Suburban Railway Co. will erect a plant for transforming electric current from alternating to direct.

Princess Anne—Cannery.—J. H. Preston & Co. of Harford county will erect a two-story 120x40-foot cannery near Princess Anne.

Washington, D. C.—Mercantile.—The R. P. Clarke Co. has been incorporated for the purpose of conducting a general dry goods and lumber business, with R. P. Clarke, president; capital stock \$5000.

## MISSISSIPPI.

Charleston—Ginnery.—Sheely, McCarty & Laughlin are erecting a round-bale ginnery (four gins), capacity eight tons, cost \$5000.

Hattiesburg—Dry-kilns.—The J. J. Newman Lumber Co. is rebuilding its dry-kilns recently burned; contract for machinery awarded.

Holly Springs—Electric-light Plant and Water Works.—The city will vote on the issuance of \$18,000 of additional bonds to complete the water-works and electric-light plants, as recently reported; John Calhoun, mayor.

Jackson—Cotton Mill.—The Mississippi Manufacturing Co., lately reported as incorporated by colored men for the erection of a cotton mill, has completed its organization with James Hill, president; E. W. Lampton, vice-president; S. D. Redmond, secretary, and Smith Robinson, treasurer.

Leland—Cottonseed-oil Mills.—W. H. Barry and others of Greenwood, Miss., and L. D. Hebron of Leland have organized the \$100,000 company reported last week as having contracted for the erection of an \$80,000 cottonseed-oil mill.

Rodney—Ginnery and Oil Mill.—The Rodney Oil Mill will be rebuilt and will erect a cotton ginnery.

Tupelo—Cotton Mill.—Efforts are being made for the establishment of a cotton factory. B. T. Clark, J. Q. Robins and Major John Triplett are among those interested.

## MISSOURI.

Bass—Lead and Zinc Mines.—J. B. Davis, H. M. Noel, J. T. Steers, J. W. Coyle and others have leased and purchased 7000 acres of mineral land in the vicinity of Bass, and will develop on an extensive scale.

Belleville—Mining.—The Ashland-Wilkes Mining Co. has let contract for a 125-ton mill.

Boonville—Gas Works.—The Sombart Gas Co., reported last week as incorporated, is the successor of the Boonville Gas Works, which has been in existence for twenty-five years; W. A. Sombart, president.

Carl Junction—Mining.—Adam Scott, J. W. Leedy of Kansas and E. Summerfield are developing a 440-acre tract of lead and zinc land near Carl Junction.

Carthage—Mining.—The Marquette Mining Co. of Jasper county has been incorporated by Chas. H. Wilcox, Jas. E. Otis, Jr., of Chicago, Ill.; George J. Humbert of Connellsville, Pa.; W. G. Gaither of Joplin, Mo., and others for the development of mines, etc.; capital stock \$25,000.

Fredericktown—Lead Mines.—K. W. Weber of Farmington closed an option on 330 acres of land of the Catherine Lead Co. for \$28,500.

Joplin—Mining.—J. R. Bothwell, G. L. Cole, J. R. Morin and others have incorporated the Heckla Mining Co. with a capital stock of \$24,000.

Joplin—Mining.—Wampler & Hammett have let contract to J. M. Byrd of Webb City for a 100-ton mill.

Joplin—Lead and Zinc Mines.—Plaxa Lead & Zinc Mining Co. has been incorporated by B. L. Dorsey, E. A. Clafl, J. H. Booth and others, with a capital stock of \$40,000.

Joplin—Mining.—Rudolph Kink, Thomas Hackney of Carthage, August Neerman, Benjamin L. Dorsey, E. A. Clapp and others have incorporated the Plaxa Lead & Zinc Mining Co.; capital stock \$40,000.

Kansas City—Mining.—The Little Circle Mining Co. has been incorporated by G. M. Canterbury, J. D. Labrie and E. O. Height; capital stock \$1,000,000.

Kansas City—Brass and Iron Works.—The Sleben Manufacturing Co., reported last week as incorporated, will establish a brass and iron foundry.\*

Kansas City—Mining.—Chartered: The American Mining Co., by A. F. Nathan, L. Newgrass, H. A. Wilson and J. L. Sterrett; capital stock \$50,000.

Kansas City—Wagon, etc., Factory.—The three-story 50x200-foot building at the corner of First street and Lydia avenue has been leased and is being equipped with machinery for the manufacture of all parts of wagons and other vehicles; about thirty operatives will be employed. Names of interested parties will be announced later.

Kansas City—Chartered: The Connelly Gas Regulator Co. has been incorporated by A. D. Morse, H. B. Morse, W. H. Winants and others; capital stock \$50,000.

Lebanon—Telephone Company.—The Ozark Telephone Co. has been incorporated, with a capital stock of \$6000, by William C. Faubion of Lebanon, Daniel H. Haffner of Hannibal, John R. Lyell and others.

Oronogo—Mining.—The Banker Hill Mining Co., William F. Stringfellow, president, will vote upon increasing its capital stock from \$14,400 to \$100,000.

Seneca—Mining.—G. D. Rand, F. T. Hughes, G. B. Burnett and others have incorporated the Sycamore Mining Co. with a capital stock of \$250,000.

South St. Joseph—Publishing.—G. F. Swift, D. E. Neff and W. E. Warrick have incorporated the St. Joseph Journal Publishing Co., with a capital stock of \$6,000.

St. Louis—Realty and Investment.—Chartered: The Granite Realty & Investment Co., with a capital stock of \$100,000, by Richard A. James, M. M. Herold and William H. Grimes.

St. Louis—Investment Company.—G. H. Backer, Mary A. Scheele and Theresa Kula have incorporated the Backer Investment Co. with a capital stock of \$250,000.

St. Louis—Machinery.—Emile C. Teuscher, Rosa Teuscher and Edward C. Teuscher have incorporated the Teuscher & Son Machinery Co., with a capital stock of \$5000.

St. Louis—Metal Works.—Chartered: The Wuernhelm Sheet Metal Works Co., with a capital stock of \$2000, by K. and W. H. Quernheim and Peter Benish.

St. Louis—Shoe Company.—The Abergoehner Shoe Co. has been incorporated by Arthur J. Goehner, Oscar J. Goehner and C. J. Aber; capital stock \$18,000.

St. Louis—Produce.—Chartered: The Shaw & Richmond Produce Co., by W. J. Shaw, M.

G. Richmond, G. E. Richmond and others; capital stock \$25,000.

St. Louis—Tobacco and Cigarette Factory. Extensive improvements are being made to the old Catlin tobacco factory for the manufacture of cigarettes. Address John N. Drummond, Jr., manager.

Tuckahoe—Lead and Zinc Mines.—Dexter, Johnson & Co. and J. F. Wallach of Chicago have purchased the Brewer Bros. and McGehee mines at Tuckahoe, and will erect a plant for the purpose of extensive developments.

Webb City—Mining.—J. A. Meeks, M. L. Meeks, J. C. Johnson, H. C. Klein, W. E. Hitchcock of Muncie, Ind.; C. W. Rinehart, R. H. Branch of Carthage, and M. G. Branch of Webb City have incorporated the Plutocrat Mining Co., with a capital stock of \$40,000.

## NORTH CAROLINA.

Blue Wing—Copper Mines.—The Boston & Carolina Copper Mining Co. is installing a compressed-air equipment, as lately reported, contracts for which have been awarded.

Buckshoal—Flour Mill.—G. T. and W. L. White of Bryantsville, N. C., have purchased the Buckshoal mill property at Buckshoal and will put in new machinery and operate same.\*

Charlotte—Gold Mines.—W. D. Rock, trustee for Richmond capitalists, has purchased four gold-mining tracts near Charlotte which will be developed at once. Address C. A. Ames (who represents the trustees and who will have charge of the work) at 3 Hunt Building.

Concord—Ginney and Oil Mill.—W. R. Odell will be president and M. L. Buchanan secretary of the \$40,000 company lately reported as to be organized for the erection of a cottonseed-oil mill. It is proposed also to establish a modern ginney.

Concord—Cotton Mill.—The Bala Cotton Mills, reported last week as incorporated, will operate the G. W. Patterson mill, lately reported as bought by J. W. Cannon; equipment is 3000 spindles and product is two-ply yarns.

Elkin—Lumber Mills.—The Elkin Lumber Co. will soon begin operations manufacturing lumber, tobacco boxes, etc.

Elkin—Woolen Mills.—The Chatham Manufacturing Co. has let contract to Poindexter & Madison for the enlargement of its mills.

Gold Hill—Copper Mines.—The United Mining, Developing & Construction Co. has been incorporated, with capital stock of \$10,000,000, for mining, developing and construction purposes generally. Walter G. Newman of New York is president; Joseph Newman of Salisbury, N. C., vice-president, and Edward Newman, treasurer. For further particulars address Walter G. Newman, president, 80 Broadway, New York city. (These same parties recently formed the Union Copper Mining Co. to open mines at Gold Hill, as reported several weeks ago.)

Greensboro—Cotton Mills.—The Hocmuga Mills will erect a new building for carding and spinning; mill will extend 100 feet and be equipped with the latest improved machinery; present equipment 100 looms.

Greensboro—Overall and Pants Factory.—The Hunter Manufacturing & Commission Co. will install new machinery to double the capacity of its overall and pants factory, to employ 100 operatives.

Harden—Cotton Mill.—The Harden Manufacturing Co. is erecting a two-story 20x50-foot addition, in which will be installed 432 spindles and one spooler; wide separators will also be put on its 2080 spindles; contract for machinery has been awarded.

Hendersonville—Electric-light Plant.—C. F. Toms contemplates establishing an electric-light plant.\*

Hendersonville—Electric-light Plant.—There is talk of establishing an electric-light plant, but no definite arrangements have as yet been made. Address K. G. Harris, mayor.

Mountain Island—Water-power Electrical Plant.—The Lineberger Shoals have been purchased by William T. Jordan for parties who are interested in the Catawba Electric Power Co. for the purpose of increasing power, which gives the company about 13,500 electrical horse-power; there will probably not be any mill built at Lineberger Shoals, at least for the present.

Mount Mourne—Cotton Mill.—The sum of \$26,000 has been subscribed towards the erection of a cotton mill. Address Dr. G. S. Houston of Mount Mourne or Dr. J. P. Monroe of Davidson, N. C., who are said to be interested in the enterprise.

Oxford—Copper Mines.—George S. Lovejoy, 409 Commercial street; E. J. Bliss, A. F. Fisher, Rowland B. French, Jerome B.

Gardner and Webster F. Putnam, all of Boston, Mass., have purchased 600 acres of copper land near Oxford and organized a company for the purpose of developing the property.

Oxford—Carriage Factory.—Taylor & Canady will enlarge their buggy factory.\*

Raleigh—Cotton Mill.—Edw. C. Smith, lately reported as endeavoring to secure the location at Raleigh of a \$200,000 cotton mill, in a letter to the Manufacturers' Record says: "The mill has not yet been organized, although the capital stock has about been subscribed, insuring its erection at an early date; mill will probably be commenced in sixty days; it will be an up-to-date spinning and weaving mill, with the latest-improved machinery and equipment."

Rockwell—Furniture Factory.—The Rockwell Furniture Co. has been incorporated for the purpose of manufacturing furniture by John A. Holshouser of Rockwell, John A. M. Brown, Thomas C. Fisher of Ell and others; capital stock \$3400.

Roxboro—Pants Factory.—The Noel Bros. Pants Co. of South Boston, Va., has sold one-half interest in its pants factory to R. E. Long and expects to move its plant to Roxboro; capacity of plant will be enlarged.

Roxboro—Canning Factory.—The erection of a canning factory with a capacity of 2000 three-pound cans per day is contemplated. Address R. E. Long.\*

Salisbury—Mining.—Egbert B. C. Hambley, John S. Henderson and A. H. Boyden have incorporated the Whitney Reduction Co. for the development of mines in Rowan and Cabarrus counties; capital stock \$300,000.

Selma—Cottonseed-oil Mill and Furniture Factory.—A cottonseed-oil mill with a capital of \$25,000 will be established; also a furniture factory with a capital of \$10,000. M. C. Winston or N. E. Edgerton can be addressed for particulars.\*

Smithfield—Cotton-oil Mill.—A cottonseed-oil mill will be erected at once. O. Ellington is the promoter.

Spray—Cotton Mill.—The Nantucket Mills will install thirty-two looms at once; within few months will install 400 additional four-box looms.

Statesville—Box Factory.—J. A. Brady is investigating the advisability of manufacturing paper boxes in connection with his printing plant.\*

Tarboro—Cotton Mills.—The Tarboro Cotton Factory will erect a new mill of the same capacity of the old mill, which is 8200 spindles.

Tarboro—Cotton Mill.—The projectors of the mill recently reported have applied for incorporation as the Fountain Cotton Mills, with capital stock of \$100,000, and privilege of increasing to \$500,000; W. E. Fountain can give information.

Weldon—Manufacturing Plants, Cottages, etc.—It is reported that Hon. Don Cameron of Pennsylvania contemplates building several manufacturing establishments; also erecting about 100 cottages for operatives.

Wilmington—Dry-goods Company.—Chartered: The Johnson Dry Goods Co., to conduct a general dry-goods and millinery business, by W. A. Johnson and A. C. Johnson; capital stock \$20,000.

Winston—Tobacco Factory.—The R. J. Reynolds Tobacco Co. has ordered plans and specifications for its proposed new factory reported last week; as soon as the papers are ready contracts will be awarded; R. J. Reynolds, manager.

Winston—Woodworking Factory.—The Granite Mountain Hardwood Co. has been incorporated with G. W. Hinshaw of Winston, president; W. H. Tunis of Baltimore, vice-president and general manager, and W. A. Absher of North Wilkesboro, secretary-treasurer, for the manufacture of all classes of articles made of wood.

Winston—Tobacco Factory.—P. H. Hanes & Co. are putting new machinery in their tobacco factory.

## SOUTH CAROLINA.

Anderson—Bottling Works.—The Anchor Bottling Co. will establish bottling works.\*

Anderson—Knitting Mill.—C. M. Guest contemplates the organization of a \$10,000 company for the erection of a knitting mill with capacity for 130 dozen pairs per day; about thirty operatives will be employed.

Chester—Mattress Factory.—J. T. Martin of the Chester Oil Mill contemplates the erection of a mattress factory, and will utilize the surplus horse-power now dormant in his oil mill for operating this plant.

Dillon—Cotton-oil Mill.—The Dillon Cottonseed Oil Mill, lately reported as to replace its present plant with a 60-ton oil mill, is erecting new building, to be of brick,

100x40 feet, two stories; besides this, another brick building will be erected for engine and boiler room; the large wooden building now used for storage of machinery will be remodeled and used for seedhouse, and when the additions are completed it will be 90x90 feet; parallel with this will be erected a meal-storage house 180x40 feet; thirty-five operatives will be employed.

Duncans—Flour Mill.—The Tiger Shoals Milling Co. has contracted for its new 60-barrel flour mill.

Fairfield—Flour Mill.—It is understood that the Fairfield Oil & Fertilizer Co. has ordered machinery for a large flour mill.

Lorena—Flour Mill.—Nathaniel Oxner has contracted for a 30-barrel flour mill.

Lowndesville—Oil Mill.—The Lowndesville Cotton Oil Co. has been incorporated (as reported last week), with a capital stock of \$12,000, for the erection of a 20 to 30-ton cottonseed-oil mill; A. L. Latimer, president.\*

Saluda—Telephone Exchange.—Capital has been subscribed for the construction of a telephone line from Saluda to Newberry; an exchange will probably be installed at Saluda. Address A. Etheridge.\*

Yorkville—Buggy Factory.—M. C. Willis has let contract to J. J. Keller & Co. for the erection of a two-story frame buggy factory.

## TENNESSEE.

Carter—Flour Mill.—E. S. Minton and L. H. Anderson are preparing to remodel flour mill and will put in roller-process machinery.\*

Chattanooga—The N. H. Talbot Manufacturing Co. (reported during the week) is at present putting in a gas engine, plug machine for making bluing boxes, cut-off saw and a rip saw, and contemplates later installing a machine for making packing boxes.

Cleveland—Flour Mill.—W. P. Sykes has contracted for a 200-barrel flour mill.

Elk Valley—Iron Mines and Furnaces.—The Elk Valley Coal & Iron Co. is preparing to develop its iron mines on an extensive scale and may possibly erect smelting and refining furnaces.

Gallatin—Water Works.—The city is now advertising for bids on the construction of its water-works plant recently decided upon definitely. Bids are to be opened May 15; E. O. Buchanan, secretary.\*

Hickman—Levee.—J. C. Harris, P. Davis, J. W. Chambers, W. R. Alger and J. H. Smith have incorporated the Lake County Levee & Drainage Co. for the construction of a 20-mile levee; capital stock \$200,000.

Johnson City—Iron Furnace.—The Carnegie Furnace Co., reported during the week as having put its furnace in blast, is making from seventy-five to eighty-five tons of low-phosphorus Bessemer pig iron per day, which output will be increased to 100 tons per day.

Kingston—Coal Mining, etc.—The Tennessee Coal, Coke & By-Products Co., capital \$500,000, has been incorporated by H. E. Rhodes, D. W. Mott, B. C. Watkins, A. H. Gillingham and B. W. Martin.

Leas Springs—Saw and Grist Mill.—George M. Bolinger is erecting a saw and grist mill.

Memphis—Jewelry Company.—H. Caro, M. Friedlaender, T. Landman, Isadore Cohen and C. H. Harris have incorporated the Jet Palace Jewelry and Loan Office to conduct a general jewelry business; capital stock \$6000.

Nashville—Gas Plant.—The Union Gas Co. has been incorporated by E. C. Lewis, A. H. Robinson, C. C. Christopher, T. J. Felder and W. L. Granberry; capital stock \$500,000. The company will apply for franchise for the erection of a gas plant. Hambleton & Co. of Baltimore, Md., are also interested in the enterprise.

Tiptonville—Drainage.—Incorporated: The Lake County Level & Drainage Co., to construct level from Hickman, Ky., to the highlands of Lake county; capital \$100,000; incorporators, J. C. Harris, P. Davis, J. W. Chambers, W. R. Alger and J. H. Smith.

Trenton—Stave Factory.—T. Harlan & Co. are erecting a \$10,000 stave factory and dry-kiln with capacity of 16,000 staves per day; fifty operatives will be employed.\*

## TEXAS.

Anson—Grist Mill and Gin.—Ike Hudson is erecting a grist mill and gin; the boiler is of 125 horse-power capacity and the engine of 100 horse-power.

Cameron—Grocery Company.—Chartered: The McLane-Triggs Grocery Co., by Robert McLane, W. H. Triggs and John B. McLane, with a capital stock of \$50,000.

Cisco—Flour Mill.—The Cisco Roller Mill has been incorporated, with a capital stock of \$10,000.

Cleburne—Machine Shops.—In addition to the shop buildings now being completed by the Santa Fe Railway Co. bids are invited for one stone building 220x90 feet, one corrugated-iron car-repair shop 100x400 feet and one corrugated-iron storage-house 60x200 feet.

Corsicana—Woolen Mill.—Lieut. Gov. Geo. T. Jester is desirous of corresponding with an experienced woolen-mill man with small capital.

Corsicana—Cotton Mill.—The Navarro County Cotton Mill, reported last week as incorporated with a capital stock of \$100,000, contemplates the erection of a 5000-spindle and 150-loom mill. Address George T. Jester.\*

Dallas—Creamery.—The Texas Cold Storage & Dairy Co., lately incorporated, will conduct a milk depot and creamery combined; plant will cost about \$8000, exclusive of buildings, which cost \$3000; twenty-eight operatives employed; W. R. Spann, secretary and manager.

Dallas—Oil and Refining Company.—Chartered: The Dallas Oil & Refining Co., by A. Silberstein, A. Fitzhugh, W. H. Thomas and others; capital stock \$60,000.

El Paso—Coal.—Chartered: The Sierra Co., with a capital stock of \$100,000.

Pittsburg—Cottonseed-oil Mill.—Contract for the \$35,000 cottonseed-oil mill, lately reported, has been let to C. A. Jones.

Pittsburg—Water Works.—An artesian well is being sunk with a view of establishing water works. Address I. H. Goodjohn, mayor.

Pleasanton—Mill and Gin.—The Pleasanton Mill & Gin Co. has increased capital stock from \$4000 to \$8000.

Sealy—Water Works.—The Sealy Water Supply Co., lately reported as incorporated, will construct water works for public use and fire protection, but at present not for domestic use; wind will be used as power; Adolf Jordan, secretary.

Sherman—Cooperage.—The Sherman Cooperage Co. has been organized, with T. P. Hickman of Bridgeport, Texas, president and general manager, and O. T. Price, secretary-treasurer, for the establishment of a cooperage, work on which has already commenced.

#### VIRGINIA.

Buena Vista—Woolen Mill.—The Buena Vista Cassimere Mills has let contract for enlarging its building; will add machinery when structure is completed.

Christiansburg—Electric-light Plant and Water Works.—James Rigby & Son will issue bonds for the completion and operation of their electric-light plant and water-works system.

Danville—Street Improvements.—The city will probably hold an election to decide the issuance of \$100,000 of bonds for street improvements. Address "The Mayor."

Eastham—Saw Mill.—J. F. King & Son of Charlottesville, Va., have established a saw mill at Eastham for the manufacture of hardwood lumber, shingles and lathes, chestnut and poplar poles.\*

Grape Lawn—Flour Mill.—J. H. Wood will erect a new flour mill.

Liberty Mills—Flour Mill.—The Lyne Milling Co. has purchased machinery for 40-barrel flour mill, as lately reported.

Lynchburg—Mattress Factory.—The Honduras Hair Mattress Co. has established a mattress factory. Address No. 214 Eighth street.

Jarvisville—Flour Mill.—R. E. McMillan has contracted for a 30-barrel flour mill.

Lynchburg—Wagon Factory.—B. P. Thornhill will erect a wagon factory.\*

Lynchburg—Marble Works.—J. R. Kyle, J. G. Payne, J. M. B. Lewis and J. E. Somers will incorporate a stock company and establish a factory for the manufacture of artificial marble according to a patent process of J. E. Somers.

Lynchburg—Cotton Mill.—The Lynchburg Cotton Mills' directors met on the 17th inst. and authorized the immediate erection of the duplicate of its present plant, as recently reported in this column had been decided upon. Present equipment is 22,000 spindles and 726 looms; Max Guggenheimer, Jr., president.

Newport News—Grain Elevator, Coal Pier, Terminals, etc.—The Chesapeake & Ohio Railway Co. has decided upon improvements that will cost nearly \$1,000,000. These improvements, as outlined by Mr. M. E. Ingalls of Cincinnati, Ohio, president, include a 1,000,000-bushel grain elevator, a new coal pier, the enlargement of one of the present piers and the extension of the yards. That in which grain is now stored has a capacity of 1,750,000 bushels. The yard will be ex-

tended 3000 feet to the north, and when the additional four miles of track are laid it will be three miles long from the piers to the northern boundary and will include fifty-two miles of track.

Newport News—Brass and Iron Works.—The Warwick Iron Works have been leased by G. T. Hardy, T. M. Moriarty, J. C. Mackley and F. B. Cooper and put in operation. The foundry department of the Warwick plant has been leased by S. J. Wright and R. M. Deetz, who have formed the Peninsula Foundry Co. to operate it; now in operation a 15-ton traveling crane, a seven-ton jib crane; a 10-ton additional crane and a 36-inch cupola will be installed; the company will also install several brass furnaces.

Newport News—Building-material Factory, Warehouses, etc.—The James River Lumber & Supply Co., reported during the week as incorporated for the manufacture of builders' supplies, has purchased \$40,000 worth of land for its operations; two large warehouses will be erected, one of which will be a bonded warehouse 200x50 feet, the other, for storing general supplies, will be 50x100 feet.

Norfolk—Oil Mills.—The Fidelity International Co. of Philadelphia has commenced the erection at Berkley of two large mills, upon the completion of which the manufacture of cottonseed oil under special patents will be commenced. For further particulars address J. S. Cochran, general manager, Land Title Building, Broad and Chestnut streets, Philadelphia, Pa.

Norfolk—Refrigerating Plant.—J. H. Allen has contracted for a two-ton refrigerating plant.

Norfolk—Lumber Mill.—The Kemp Lumber Co. has been incorporated, with J. L. Kemp, president; W. T. Zepp, vice-president; G. H. Coon, secretary-treasurer, for the manufacture of lumber; capital stock \$5000.

Norfolk—Real Estate.—The Pulaski Co. has been incorporated to deal in real estate; Hough Davis, president; Thomas Townsend, vice-president, and R. H. Rogers, secretary and treasurer; capital stock \$5000.

Norfolk—Planing Mill.—The Clara Manufacturing Co. has been incorporated to conduct a general planing-mill business near Huntersville, with John Bower, president; C. M. Jackson, secretary, and J. R. Bower, treasurer; capital stock \$50,000.

Palmyra—Flour Mill.—G. W. Taylor, P. O. Box 344, Richmond, Va., will improve his flour mill at Palmyra, changing it from the burr to another system.

Portsmouth—Spring-bed and Mattress Factory.—Irving Bros. will erect a spring-bed and mattress factory.

Richmond—Light, Heat and Power Plant.—The T. Tower Binford Electric Manufacturing Co. has been incorporated for the purpose of furnishing light, heat and power and to conduct a general electric supply and construction business; P. H. Mayo, president; George A. Tower, vice-president; Julian Binford, secretary, and George M. Reid, treasurer; capital stock to be not less than \$30,000 nor more than \$100,000.

Richmond—Paper and Pulp Mills.—The contract for the construction and equipment of the James River Paper & Pulp Co.'s mill has been awarded to the Kanawha Construction Co.; the building will be of brick and iron and fireproof throughout; capacity thirty tons of paper and fifteen tons of soda pulp daily; 450 operatives will be employed. The capacity of the power plant will be 2200 horse-power. Steam-power will be used for cooking and boiling and electric-power for other purposes. Pascal Davis is president of the company; address No. 1013 East Main street.

Roanoke—Iron-ore Mines.—The Hairston Exploration Co., reported during the week as incorporated, will develop about 8000 acres of iron-ore lands in Patrick county upon which it holds certain options. Address D. W. Flickwir.

Spottsylvania County—Gold Mines.—Isaac Christ, Ed Powell, Lewis Leshner and others of Tamaqua, Pa., have leased the Mitchell gold mine in Spottsylvania county and will install new machinery for the extensive development of it.

West Point—Woodenware Factory.—Mr. Reams is putting in new machinery and will soon have his woodenware factory in operation, employing about fifty operatives.

#### WEST VIRGINIA.

Bluefield—Electric Company.—Chartered: The East River Electric Co., for the manufacture of electric dynamos, etc.

Fayetteville—Mineral Land.—The Red Star Coal Co. has purchased for \$20,000 the mineral land of N. M. Jenkins and will develop it.

Keyser—Coal and Coke Company.—The

Thompson Coal & Coke Co. has been organized, with Joseph W. Thompson of Philadelphia, Pa., president; purchased \$200,000 worth of coal lands in Mineral county, and will develop them; capital stock \$200,000.

Moundsville—Oil Wells.—D. E. Ofutt and Gilmer S. Hamill of Oakland have contracted with G. E. Foster of Sistersville for the development of 800 acres of oil lands near Moundsville.

West Virginia—Gas and Oil Wells.—The Manila Oil & Gas Co. has been incorporated for the development of oil and gas wells in West Virginia by Robert Miller, Claude B. Ball, J. D. DeCoursey of Pittsburg, Pa., Alfred J. Lidenstricker and J. D. Fraus of Allegheny; capital stock \$55,000.

#### BURNED.

Columbia, Miss.—The saw mill, planing mill and dry-kiln of B. A. Sumner, near Columbia; estimated loss \$10,000.

Denison, Texas.—Max Fletcher's corn-sheller and mattress factory; estimated loss \$1500.

Henderson, Ky.—The Kentucky Milling Co.'s plant and elevator; estimated loss \$17,000.

Little Rock, Ark.—The plants of the Little Rock Oil & Delinting Co. and the Aurora Manufacturing Co.; estimated loss \$75,000.

Marshall, Texas.—The Marshall Car Wheel & Foundry Co.'s machine shop.

Milledgeville, Ga.—S. Barrett's ginnery; estimated loss \$3000.

Pidcock, Ga.—Lumber mills of Vanderbilt & Hopkins.

St. Louis, Mo.—Elevators No. 1 and No. 2 of the St. Louis Hay Exchange; estimated loss \$60,000.

#### BUILDING NOTES.

Atlanta, Ga.—Prison.—William S. Eames of Eames & Young, St. Louis, Mo., has been appointed to design the plans for the construction of the proposed federal prison for Atlanta.

Atlanta, Ga.—Dwelling.—Oscar Elsas has purchased site for \$5500 and will erect a residence.

Atlanta, Ga.—Business Building.—Col. J. W. Rucker is having plans prepared by Bruce & Morgan for a three-story 100x140-foot business building.

Atlanta, Ga.—Library.—The city has accepted the proposition of a gift of \$100,000 from Andrew Carnegie for the erection of a free library. Address "The Mayor."

Baltimore, Md.—Office Building.—Dr. T. C. Buckler contemplates converting Baltimore-street store into an office building.

Baltimore, Md.—Bank and Office Building.—The Metropolitan Savings Bank has purchased the Robinson Building, at the corner of Charles and Saratoga streets, for \$75,000, and contemplates erecting a modern bank and office building at a cost of \$80,000; C. C. Shriver, president.

Baltimore, Md.—Hotel.—The building formerly occupied by the Henry Watson Home is being converted into a hotel. G. W. M. Crook, 1120 Madison avenue, recently acquired the property from the trustees of the home.

Baltimore, Md.—Hotel.—J. Wilson Leaking, representing a company of Baltimoreans, has purchased site for \$75,000, and a \$500,000 stock company will be incorporated for the erection of a 10-story hotel.

Baltimore, Md.—Freight Sheds and Offices.—The Pennsylvania Railroad Co. has purchased the property of Hugh Slisson & Co., corner North and Monument streets, for \$200,000, and will improve the property with freight sheds and offices; J. B. Hutchinson, general manager, Philadelphia, Pa.

Beaumont, Texas—Residence.—The \$10,000 residence lately reported as to be erected by Wesley Kyle will be of brick, with stone and terra-cotta and staff trimmings, slate roof and to have all modern improvements, including electric lights, etc.; Long & Dickinson, architects.

Birmingham, Ala.—Hotel.—Lowell (Mass.) parties are investigating with a view of erecting a 10-story 500-room hotel, to cost \$750,000, in Birmingham. Names of interested parties will be announced later.

Birmingham, Ala.—Dwelling.—J. H. Whitton will build a two-story frame dwelling to cost \$5000.

Birmingham, Ala.—Store Building.—Drennen & Co. will erect a five-story brick store building 75x140 feet; the front will be of iron frame work and pressed brick; two electric elevators will be installed.

Camden, S. C.—Store Building.—E. F. Watkins will erect two brick store buildings.

Charleston, W. Va.—Building.—Harrison Albright has prepared plans for the capitol annex building.

Charleston, W. Va.—Capitol.—The city will hold an election on April 22 to decide the issuance of \$15,000 of bonds for the purpose of purchasing site for fireproof building and securing plans and specifications therefor for the use of the State. Address "The Mayor."

Chattanooga, Tenn.—Business Block.—William Winston will erect a two-story brick business block.

Clinton, N. C.—Warehouse.—The tobacco warehouse lately reported as to be erected by the Sampson Warehouse will be 80x140 feet, and cost about \$2000; Ed. M. Pace, manager.\*

Columbus, Ga.—Temple.—W. F. Denny of Atlanta has prepared plans for the Columbus Masonic Temple.

Corsicana, Texas—Business Building.—Col. R. M. Collins will erect a brick and stone business structure to cost \$2600.

Corsicana, Texas—Hotel.—Col. Henry Molloy will erect a three-story addition to his hotel.

Durham, N. C.—Schools.—The city will hold an election on May 1 to decide the issuance of \$16,000 of bonds for school purposes. Address "The Mayor."

Farmville, Va.—Warehouse.—The Star Warehouse & Storage Co. has been incorporated, with E. Lee Morris, president; W. G. Venable, vice-president, and W. P. Venable, secretary-treasurer, to own a warehouse now in course of erection; capital stock \$25,000.

Fort Worth, Texas.—Permits have been issued to the Anheuser-Busch Brewing Co. to erect an \$8000 cold-storage plant; to Dr. J. R. Pollock for \$10,000 residence, and to the Southwestern Telephone & Telegraph Co. for \$12,500 brick and stone telephone exchange.

Hagerstown, Md.—Business Building.—The three-story business building reported as to be erected by Milton Kohler will have all modern improvements, including heat, electric lights, elevator, etc.\*

Jacksonville, Fla.—Hotel.—The Windsor Hotel will not be enlarged by the erection of an addition, as reported during the week, but by a brick annex 52x75 feet, three and one-half stories, bath and toilet on each floor, to contain fifty rooms and cost \$10,000; Dodge & Cullens, proprietors.

Johnson City, Tenn.—Bank Building.—The Banking & Trust Co. proposes the immediate erection of a bank building and probably a storehouse adjoining same.

Joplin, Mo.—Schools.—The city will hold an election on April 27 to determine the issuance of \$20,000 of bonds for the erection of new school buildings and improvements to old ones. Address "The Mayor."

Kansas City, Mo.—Flat and Dwelling.—Joseph Haag will erect a three-story store and flat building, plans by Rudolf Markgraf; F. B. Robinson will erect a nine-room frame dwelling after plans by S. R. Frink; Huckle & Sexton will erect for Mrs. M. J. Freisner a \$5500 brick dwelling.

Kansas City, Mo.—Office and Dwelling.—Dr. O. W. Krueger has had plans prepared by F. S. Rea for a two-story brick office and dwelling to cost \$6000.

Kansas City, Mo.—Warehouses.—The Rock Island Implement Co. will erect a seven-story warehouse 81x127 feet, to have passenger elevator and cost \$50,000; F. S. Rea and C. C. Smith have prepared the plans. The McCormick Harvesting Co., 1316 West Thirteenth street, will enlarge its warehouse and erect a new one, probably in the fall.

Kershaw, S. C.—Church.—The Baptists are considering the erection of a modern brick church.

Lancaster, S. C.—Church.—The Baptist congregation will erect a \$4000 church. Address "The Pastor."

Leas Springs, Tenn.—Hotel, etc.—Wright & Hodges of Knoxville have purchased the Leas Springs property and are improving the hotel and having an artificial lake constructed covering about twenty-five acres. Address J. B. Wright.

Lexington, Ky.—School.—The board of directors of the School of Reform has awarded contract for the erection of the proposed school building to Clark & Howard at \$33,037.

Louisville, Ky.—Building.—Clark & Loomis have made plans for a two-story brick and stone building for J. T. Allen & Co.

Louisville, Ky.—Theater.—William Patterson, Jr., has purchased for \$33,000 the Buckingham Theater property and will remodel and improve it.

Marshall, Texas—Hotel.—The Hynson Iron

Mountain Mineral Springs Co. will erect a 50-room hotel at Hynson's Springs, to cost about \$25,000; building will not be let by contract.

Morehead City, N. C.—Hotel.—The Atlantic Hotel (already established) has been incorporated, with C. B. Barbee, president, and John Gatling, secretary; capital stock \$45,000. The entire hotel property is being overhauled and arrangements are being made to put in hot and cold water baths.

New Orleans, La.—Business Building.—A. Lehman & Co. will erect a 10-story steel and glass business building.

Newport News, Va.—Residence.—E. M. Holt will erect a \$10,000 residence 44x64 feet, to have all modern improvements; J. W. Lee of Hampton, architect; Watkins & Co., contractors.

Newport News, Va.—Church.—Howard L. Edmunds, secretary, Lock Box 412, will receive sealed bids until April 27 for the erection of the First Presbyterian Church. Plans and specifications can be seen at the office of J. L. Patton & Co., 212 Twenty-seventh street; bond required; usual rights reserved.

Oakland, Va.—Residence.—Major John Page will rebuild his residence recently burned.

Phoebe, Va.—Bank Building.—A bank building will be erected by the Bank of Phoebe (recently incorporated).

Pittsburg, Texas.—Library and City Hall. Contract for the proposed library and city hall has been let to H. W. Link of Dallas for \$5648.

Princess Anne, Md.—Hotel.—Mrs. Mew Miller is erecting a three-story 40x75-foot hotel to contain thirty-five rooms, with all modern improvements.

Princess Anne, Md.—Hotel.—Morris W. Miller has had plans prepared by E. E. Rose of Philadelphia, Pa., for the erection of a three-story brick 40x83-foot hotel, to be equipped with all modern conveniences.

Raleigh, N. C.—Asylum.—Deaf and Dumb and Blind Institution will receive proposals until April 24 for construction of new roof and other improvements to main building. In accordance with plans and specifications of Rose & Barrett, to be seen at institution; each bid must be accompanied by check for \$150; \$5000 bond required; usual rights reserved; John E. Ray, principal.

Raleigh, N. C.—Hall.—Nicholas Itner of Atlanta, Ga., has received contract for building the Olivia Raney Free Library Hall; building to be three stories, 45x91 feet, of cream-colored brick and brownstone, with tile roof; will cost \$25,000.

Richmond, Va.—Dwellings.—Architect C. A. Reuhrmund has prepared plans for eight dwellings of brick, with tin roofs, electric bells and galvanized iron cornices, to cost \$15,000.

Rutledge, Tenn.—Jail.—Grainger county will erect a new jail; parties desiring to bid on same may address G. W. Merritt, county judge.

Statesville, N. C.—Courthouse.—The plans of Hayden, Wheeler & Schwend have been accepted for the proposed \$20,000 courthouse of Iredell county. Address "County Clerk."

St. Louis, Mo.—Bathhouse.—The Belcher Water Bath Co., W. J. Warner, manager, has had plans prepared by Mullgardt & Dunham for the erection of a \$75,000 fireproof bathhouse, to have all modern improvements and conveniences.

Tifton, Ga.—The Plant system is preparing to erect a new freight depot. Address B. Dunham, general superintendent, Savannah, Ga.

Washington, D. C.—Dwellings.—J. J. Darlington will erect a residence after plans by James G. Hill; J. T. Jones will erect eight two-story brick dwellings; Joseph C. Johnson & Co. have plans for three dwellings, to cost \$3000; Joseph F. Birch will erect a three-story brick and stone dwelling 22x73 feet, Hummelstown brownstone and press-brick front, steam or hot-water heat, cost \$8000; Charles E. Kortz, brick and stone dwelling, three-story, 16x47 feet, Hummelstown brownstone and press-brick front, slate and tin roof, bay window, hot-water heat, cost \$4000; Corby Bros., brick stable and wagon shed, two-story, 43x118 feet, slag roof, cost \$5000.

## RAILROAD CONSTRUCTION.

### Railways.

Alexandria, La.—A preliminary survey has been made of the proposed road between Monroe and Natchitoches by New York and other parties interested. It is announced that work will probably begin upon the line in the near future. M. S. Woods is chief

engineer of the promoting company, and W. M. Loss of the Security Trust Co. of New York is also interested.

Atlanta, Ga.—The Collins Park & Belt Railway Co. has secured the franchise for building its line in Marietta, Ga., and will build the proposed extension from Atlanta to Marietta at once; about eleven miles of track will be constructed. J. S. Simmons is president of the company.

Austin, Texas.—The Austin & Northwestern Railway Co. is reported as having decided to build its proposed extension from Burnet to Lampasas, Texas. The distance is about twenty-two miles. A. N. Leitnaker at Austin is vice-president of the company.

Beaumont, Texas.—Surveys have been completed for the extension of the Gulf, Beaumont & Northern Railroad to Newtonville, in Jasper county. John H. Kirby is president of the company at Houston, Texas.

Beckley, W. Va.—The scheme of building a railroad from Beckley to the town of Prince on the New river has again been taken up, and it is stated about twelve miles will be built in the near future. The road is intended to intersect tracts of timber and coal lands which are owned by the Illinois Steel Co. and other Northern parties. The line, if built, will connect with the Chesapeake & Ohio at Prince.

Birmingham, Ala.—The Birmingham Southern Railway Co. is reported, has secured the right of way for a line from Adamsville to Blossburg, Ala., and contracts for its construction will be made in the near future. Erskine Ramsey is chief engineer of the company at Birmingham.

Birmingham, Ala.—The railroad being built for the Pioneer Mining Co. has been graded, and it is expected will be completed by May 1. It is about four miles long, and extends to coal property owned by the mining company.

Camden, S. C.—It is reported that about half of the distance has been surveyed for the proposed extension of the Seaboard Air Line to Columbia, and that the location will be completed as soon as possible. E. St. John at Portsmouth, Va., is general manager.

Clarksburg, W. Va.—The West Fork & Southern Railroad Co., recently incorporated in West Virginia, will build a line from Bartlett Station to the sulphur springs of the same name. John F. Jones and J. F. Wilcox of Clarksburg are directors of the company.

Cranberry, N. C.—Tracklaying has begun upon the Linville River Railroad, between Cranberry and Pineola, a distance of fourteen miles. Doby & Perry are contractors for the line. A. B. Camp, at Montezuma, N. C., is general manager. A report is current that this road may be further extended a distance of about twenty-five miles to connect with the Southern system.

Dardanelle, Ark.—John H. Page, president of the Dardanelle & Ola Railway Co., writes that the State legislature has given it a land grant of 1000 acres for every mile of road to be built. Surveys have begun on the route, which will be fifteen miles long, terminating on the Choctaw & Memphis Railroad.

Denison, Texas.—The Wichita & Denison Railway Co. has been formed to build a line from Denison to Wichita, Kan., extending through Oklahoma Territory. The estimated length of the road is 325 miles, and among those interested are B. F. Harriman of Chandler, Okla., and H. B. Dexter of Shawnee, I. T.

Galveston, Texas.—It is reported that the plans to build an electric railroad between Galveston and Houston, which was promoted about a year ago, has been revived by A. B. Blevins and others of Galveston, who originally formed a company for this purpose.

Galveston, Texas.—The Galveston, Houston & Henderson Railroad Co. and the Gulf, Colorado & Santa Fe have determined to enlarge their yards in Galveston by the laying of several miles of track. J. M. Hill, at Galveston, is general manager of the Galveston, Houston & Henderson.

Hickman, Tenn.—The Hickman & Tiptonville Railroad Co., which proposes building between the towns named, a distance of twenty-five miles, has been chartered by J. C. Harris, P. E. Davis and others. The same parties propose constructing a levee from Hickman into Lake county, a distance of twenty miles. The railroad company is capitalized at \$100,000.

Hot Springs, Ark.—S. W. Fordyce of Little Rock is forming a company with the view of completing the Little Rock & Hot Springs Railroad between these cities. This line was partially constructed by Uriah

Lott and his associates, but is at present in the hands of a receiver.

Jacksonville, Fla.—G. L. Davis, manager of the Jacksonville & Southwestern Railway Co., writes the Manufacturers' Record that about eighty miles of this road will be built during the present year. The company has purchased nearly all the rails required, and will utilize 60-pound rails. Grading contracts may be let or the work performed by day labor.

Johnson City, Tenn.—Work has commenced upon what is said to be an extension of the Ohio River & Charleston Railroad from the present terminus to the mouth of the Caney river. It will be about eight miles in length. This is the Tennessee section of the Ohio River & Charleston, which is now controlled by the South Carolina & Georgia Railroad Co. A. N. Molesworth, at Johnson City, is superintendent of the company.

Kansas City, Mo.—It is stated that the promoters of the railroad between Kansas City and Leavenworth have secured right of way for most of the line, and that construction has already begun in the suburbs of Kansas City. Willard E. Winner is the principal promoter at Kansas City.

Knoxville, Tenn.—Work has commenced on the final survey for the extension of the Knoxville & Bristol Railroad from Knoxville to its present terminus at Blaine's Station.

Knoxville, Tenn.—It is understood that the Southern Railway Co. has determined to build a number of sidings at different points on its line in East Tennessee, also some short branches to quarries and factories in the same portion of the city. F. S. Gannon, at Washington, D. C., is vice-president and general manager.

Lexington, Ky.—Engineers have made an examination of the route of the proposed electric road from Lexington to Richmond, a distance of twenty-three miles. Among those interested are J. T. Slade and David Bennett of Lexington.

Little Rock, Ark.—W. J. Thompson, general manager of the White & Black River Railroad Co., informs the Manufacturers' Record that arrangements are being made to extend this line from Jacksonport to Batesville, a distance of twenty-two and one-half miles. It is also proposed to build a branch to Black Rock, Ark., along the Black river valley, which will be thirty-seven miles long.

Little Rock, Ark.—Surveys have been completed along most of the route of the Northern Arkansas Railroad being promoted between Little Rock and Yellville. Henry Martin is chief engineer. His temporary address is Dodd City, Ark.

Mobile, Ala.—About six miles of the Mobile & Bay Shore Railroad have been completed and work is in progress. E. L. Russell may be addressed at Mobile.

Monroe, La.—It is announced that the New York Security & Trust Co. has become interested in the scheme to build a railroad between Monroe and Natchitoches, which is being promoted by John P. Parker and W. A. Strong and others of Monroe.

Moscow, Texas.—The Moscow, Camden & San Augustine Railroad Co. has surveyed a line from Camden to the Neches river, a distance of eighteen miles, and is to construct this portion at once. The road is to be built eventually from Moscow to San Augustine, a distance of fifty-three miles. W. J. Carter, at Camden, is president of the company.

Murfreesboro, Tenn.—Edward N. Wood, general manager of the Tennessee Eastern & Western Railway Co., writes the Manufacturers' Record that this road is being promoted from Memphis to Knoxville by the way of Murfreesboro, Crossville, Kingston and other towns. He states that a syndicate including New York, Baltimore, Chicago and other parties has become interested. It is expected that contracts will be let for a portion of the work about May 15.

Myersville, Md.—It is reported that a number of Western Maryland capitalists have taken up the plan to build an electric railroad from Myersville to Gettysburg. This company will be independent of the Washington, Westminster & Gettysburg Company recently referred to in the Manufacturers' Record. Messrs. Douglass Bros. of Millerstown, Pa., are reported as interested. They are now promoting a road from Myersville to Hagerstown.

Nashville, Tenn.—Several forces of men are working on the Tennessee Central Line in the vicinity of Rockwood, and it is understood that twenty subcontracts have been let by Naugle & Holcomb of Chicago, who are the general contractors. Jere Baxter, at Nashville, is president of the railroad company.

New Iberia, La.—It is reported that a local company is considering the idea of building an electric railroad between New Iberia, Abbeville and other towns.

New Madrid, Mo.—S. F. Barnes, president of the St. Louis & Memphis Railway Co., writes the Manufacturers' Record that this line is now in operation between Pawpaw Junction and Portageville, a distance of fourteen miles. It is intended to extend southward to a connection with the St. Louis, Kennett & Southern Railroad, and surveys are to be made at once. It is intended to eventually have the terminus at Memphis, Tenn.

Newport News, Va.—The Chesapeake & Ohio Railroad Co. announces that it will increase the capacity of its freight-yards at Newport News by building four or five miles of additional track. This will make the total length of the yards about fifty-two miles. Decatur Axtell at Richmond, Va., is vice-president of the company.

Norfolk, Va.—About 150 men have been placed at work upon the extension of the Atlantic & Danville Railroad, from Virginia, Va., through the North Carolina copper deposits in Person county. The first portion of the road will be about fifteen miles long.

Perryville, W. Va.—The Clear Fork & Pocahontas Coal Railway Co. has been incorporated to build a line from Perryville to Gordon's Station, on the Norfolk & Western Railroad, in McDowell county. It will also construct several branches. A syndicate from Akron, O., is promoting the enterprise, which includes Thomas E. Ritchie.

Portsmouth, Va.—John L. Watson, one of the promoters of the railroad between Portsmouth and Smithfield, Va., is quoted as saying that it will be built as soon as possible, and be in operation by September 1.

Rockville, Md.—The Manufacturers' Record is informed that the railroad to be built between Rockville and Bethesda Park will be merely an extension of the Georgetown & Tennytown Railroad, which is owned by the Washington & Georgetown Railroad Co. The extension, which is to be built in the near future, will be seven miles long. It will be operated by the trolley system.

Rocky Mount, Va.—F. E. Montague of Hillsville, Va., one of the promoters of the Atlantic & Western Railroad, informs the Manufacturers' Record that it will be about 200 miles in length, extending from Rocky Mount to Bristol, Tenn., through Floyd, Carroll and Grayson counties. The company is to be organized in a few weeks.

Staunton, Va.—Promoters of the electric railroad between Staunton and Millbrook, Va., have recently been examining lines in Maryland and elsewhere with the view of ascertaining the cost of construction and operation. The proposed road would be seventeen miles long, and among those interested are J. F. Clemmer and John H. Bowman of Staunton.

Staunton, Va.—It is reported that the company which intends building a railroad between Staunton and a connection with the Norfolk & Western Railroad has made all financial arrangements to build the road, which will be twelve miles long. E. V. Vincent of Staunton has taken an active interest in the matter.

St. Joseph, Mo.—The promoters of the road between St. Joseph and Kansas City have incorporated a company with \$1,900,000 capital. Including branches, the road will be 127 miles long. Among those interested are R. E. Morris and C. M. Atkinson.

Swan Quarter, N. C.—S. S. Mann, one of the promoters of the railroad between Makeyleville and Swan Quarter, writes the Manufacturers' Record that it will traverse a portion of Hyde county. Among those interested are J. M. Rhodes of Scranton, Pa., who is also interested in the Scranton & North Carolina Lumber Co., also G. Brinn of Swan Quarter. The road will be about thirty miles long, and the promoting company is called the Pungo & Mattamuskeet Railroad Co.

Velasco, Texas.—It is stated that the Velasco Terminal Railroad Co. has determined to construct an extension about four miles in length to a summer resort on the coast. D. C. Dorchester is general manager.

Washington, D. C.—The City & Suburban Railway Co., which is constructing the electric railroad from Washington to Hyattsville, expects to complete it about June 1.

Washington, D. C.—It is announced that the grading work of the Washington & Seaboard Railroad, to be built from Hyattsville, Md., to Point Lookout, at the mouth of the Potomac river, is to begin at once. This line will be about eighty miles long. A. B. Linderman, 902 Lippincott Building, Philadelphia, is president of the company.

**Street Railways.**

Chattanooga, Tenn.—It is announced that the Chattanooga Street Railway Co. has finally determined to extend its trolley system to Sherman Heights, in the suburbs. The extension will be about five miles in length. J. H. Warner is president of the company.

Fort Worth, Texas.—J. E. Martin and others are interested in a proposed trolley line in the eastern section of Fort Worth.

Kansas City, Mo.—The Electrical Insulating Co. of Chicago has secured a contract for a portion of the electric line to be built by the Metropolitan Street Railway, of which W. F. Holmes is general manager. About five miles of double track will be laid.

Spartanburg, S. C.—The People's Light & Railway Co. has finally secured control of the Aetna Light & Railway Co., and it is stated intends building a street railroad. John B. Cleveland of Spartanburg is president of the People's Company.

Washington, D. C.—Edward Saxton has secured the contract for the construction of the underground electric system to be used by the Anacostia & Potomac Railway Co. The contract involves about eighteen miles of road.

Wheeling, W. Va.—The People's Railway Co. has been formed to construct a trolley line in the city from Benwood into the northern suburbs. John J. Coniff is attorney for the company.

**Machinery, Proposals and Supplies Wanted.**

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Boiler and Engine.—See "Phosphate Plant."

Boiler and Engine.—See "Wagon Factory."

Boiler and Engine.—Spartanburg Machinery Co., Spartanburg, S. C., is in the market for an 18x24 Corliss engine, simple or compound, also boilers for same.

Bottling Machinery and Supplies.—Anchor Bottling Co., Anderson, S. C., wants to correspond with manufacturers of bottling machinery and supplies, including crates, bottles, syrup extracts, etc.

Brick Machinery.—J. G. Wolling, Wolling, S. C., wants to buy a brick machine, capacity about 10,000 per day.

Brick Machinery.—Myer Levi, Rutherfordton, N. C., is in the market for a brick machine.

Builders' Materials.—Milton Kohler, Hagerstown, Md., wants to purchase an elevator, electric-light and heating apparatus for three-story business building.

Building Materials.—Buston & Sons, Tazewell, Va., are in the market for iron cornice, pressed brick or sandstone for front, metal ceiling, fly fans, elevator and gasoline engine.

Canning Machinery.—T. H. Slade, Lenox Castle, N. C., wants prices on canning machinery.

Canning Machinery.—R. E. Long, Roxboro, N. C., wants to correspond with manufacturers of canning machinery for factory with a capacity of 2000 three-pound cans per day.

Canning Machinery.—W. E. Obensham, Buchanan, Va., wants to communicate with manufacturers of tin-can machinery; wishes especially to know the number of cans, three-pound and two-pound, made from 100 pounds of tin usually used for cans.

Cardboard.—See "Paper-box Machinery."

Carriage Materials.—Taylor & Cannady, Oxford, N. C., want quotations on carriage materials of all kinds in large quantities.

Castings.—E. F. Holmes, 1408 Fourth avenue, Columbus, Ga., wants to correspond with manufacturers of malleable castings for buggies and wagons, such as shaft couplings.

Cement Machinery.—Castalia Portland Cement Co., Pittsburg, Pa., wants to purchase cement machinery.

Clock.—J. Walter Barnes, principal Fair-

mont State Normal School, Fairmont, W. Va., wants to purchase clock for tower.

Cotton Gin.—Myer Levi, Rutherfordton, N. C., is in the market for a cotton gin (no power).

Cotton Machinery.—C. B. Woodruff, Columbus, Ga., wants addresses of manufacturers of machinery for making cotton wadding.

Cotton Machinery.—Myer Levi, Rutherfordton, N. C., is in the market for a Denn warper, 3000 reels.

Cotton Mill.—Highland City Mills, Talladega, Ala., will buy equipment of 5000 spindles and complement for manufacturing yarns. Address care of Cecil Browne, or F. H. Hicks, president.

Cotton Mill.—Navarro County Cotton Mill, Corsicana, Texas, wants to purchase an equipment of 5000 spindles and 150 looms for cotton mill. Address George T. Jester.

Cotton-mill Machinery.—Exposition Cotton Mills, J. D. Turner, president, Atlanta, Ga., will purchase 160 looms; the company wishes everything necessary in the way of machinery and supplies for operating these looms except the power.

Cotton-mill Machinery.—Mallison Braided Cord Co., Athens, Ga., wants one second-hand 36-inch one-beater lapper and one 36-inch self-feed for lapper.

Drills.—H. Miner Lewis, Greenville, S. C., wants to correspond with manufacturers of drills.

Dyeing Machinery.—West Huntsville Cotton Mills Co., T. W. Pratt, president, Huntsville, Ala., is in the market for dyeing machinery to be used on yarn in skeins.

Electrical Machinery.—H. C. Chapman, Chesterfield, S. C., is in the market for second-hand dynamo of from four to fifteen lights.

Electrical Machinery.—T. Harlan & Co., Trenton, Tenn., will purchase dynamo with capacity to furnish three arc lights and twenty-five incandescents.

Electric-light Plant.—C. F. Toms, Hendersonville, N. C., wants estimates on electric-light plants.

Electric Plant.—See "Builders' Materials."

Elevator.—See "Builders' Materials."

Elevator.—Sampson Warehouse, Ed. M. Pace, manager, Clinton, N. C., wants an elevator to run eight feet.

Elevator.—See "Building Materials."

Elevator.—Proposals will be received at the office of James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., until April 24 for one passenger elevator in the United States postoffice building at Paducah, Ky., in accordance with drawings and specifications, copies of which may be had at office or at the office of the custodian at the building.

Engine.—See "Building Materials."

Engine.—I. & H. Aitchison, Alexandria, Va., wants one second-hand 125 to 175-horsepower engine (Corliss preferred).

Engine.—H. F. & E. A. Rozier, Sparta, Ga., wants to purchase a new or second-hand 75-horsepower engine (plain slide valve preferred); do not want boiler; prices f. o. b. Sparta.

Flour-mill Machinery.—E. S. Minton and L. H. Anderson, Carter, Tenn., are in the market for roller-process machinery.

Flour-mill Machinery.—G. T. and W. L. White, Bryantsville, N. C., are in the market for machinery for a bolter mill on the sifter system.

Fly Fans.—See "Building Materials."

Furniture Factory.—Prices, plans, etc., are wanted on a \$10,000 furniture factory by M. C. Winston or N. E. Edgerton of Selma, N. C.

Furniture Machinery.—Henderson Chair Manufacturing Co., Henderson, Tenn., wants to purchase machinery for the manufacture of chairs.

Gasoline Engine.—See "Building Materials."

Heating Apparatus.—Southern Iron and Steel Works, Birmingham, Ala., wants to correspond with manufacturers of hot-air furnaces for residences.

Heating Apparatus.—See "Builders' Materials."

Machine Tool.—Leaksville Cotton Mills, W. R. Walker, treasurer, Spray, N. C., wants a second-hand power drill for general work.

Machine Tools.—See "Wagon Factory."

Machine Tools.—Sleben Manufacturing Co., Kansas City, Mo., wants prices on stamping machine (Fox), lathes (Thorn), head lathes, cock grinders, buffing wheels, emery wheels, speed lathes and belting; also complete outfit for nickel-plating room, etc.

Mattress Machinery.—Estes & Harwell, Henderson, Tenn., want machinery for the manufacture of mattresses.

Nickel-plating Outfit.—See "Machine Tools."

Oil Mill.—Lowndesville Cotton Oil Co., A. L. Latimer, president, Lowndesville, S. C., wants a complete outfit for 20 to 30-ton cottonseed-oil mill.

Oil Mill.—Prices, plans, etc., are wanted by M. C. Winston or N. E. Edgerton, Selma, N. C., on a \$25,000 cottonseed-oil mill.

Paper-box Machinery.—J. A. Brady, Statesville, N. C., wants to correspond with manufacturers of paper-box machinery, also manufacturers of cardboard for boxes.

Phosphate Plant.—Victoria Florida Phosphate Co., Newberry, Fla., wants one I. H. P. tubular boiler, one 70 I. H. P. engine (single and twin), one 12-inch suction, 10-inch discharge pump, one double hoist, speed 1000 feet per minute, one phosphate washer complete of 100 tons per day capacity, one-half mile 25-pound steel rail, with spikes, bolts and fish plates complete, three switches with frogs complete.

Plumbing.—Southern Iron and Steel Works, Birmingham, Ala., wants to correspond with manufacturers of plumbing fixtures.

Pump.—See "Phosphate Plant."

Railway Equipment.—See "Phosphate Plant."

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for one or two carloads of old car wheels.

Railway Equipment.—See "Tanks."

Railway Equipment.—J. P. Little, Sumner, Fla., wants prices on a 20-ton standard-gauge locomotive and six logging cars, with five miles of 40-pound relaying rail.

Railway Equipment.—Jacksonville & Southwestern Railroad Co., G. L. Davis, manager, Jacksonville, Fla., may possibly be in the market next fall for steel rails.

Railway Equipment.—White & Black River Valley Railway Co., W. J. Thompson, president and general manager, Little Rock, Ark., is in the market for rails and rolling stock.

Railway Equipment.—Mrs. M. D. Taylor, Ocala Planing Mills, Ocala, Fla., wants about three or four sets of second-hand log trucks for tramroad about three-foot gauge, 18-inch wheels, five or six-inch tread, one and three-quarter flange.

Road Machinery.—The city of Rome, Ga., wants to purchase a rock crusher. Address H. H. McClure, chairman street committee.

Roofing and Sidings.—J. D. Fenton, Farmerville, La., wants prices on corrugated roofing and sidings.

Saw-mill Machinery.—J. C. Monroe, Jennie, Ky., wants to purchase saw-mill machinery.

Scales.—Sampson Warehouse, Ed. M. Pace, manager, Clinton, N. C., wants to purchase a pair of scales of 2500 pounds capacity (platform).

Shingle Machines.—Birmingham Manufacturers' Agency, Birmingham, Ala., wants prices on second-hand shingle machines (dealers' prices).

Tanks.—Southwestern Oil Co., Houston, Texas, is in the market for some extra tank cars; also some extra storage tanks and iron barrels. Address B. F. Bonner.

**GENERAL INDUSTRIAL NEWS.**

A new machine shop is being added to the Bath Iron Works of Bath, Me.

The Dallenbaugh Gas Engine Co. is considering the establishment of works at Ellwood City, Pa.

The Norris Manufacturing Co. of Glens Falls, N. Y., may erect an addition to its present plant.

Carlton E. Snow of Everett, Mass., and others have formed the Worcester Brewing Corporation at Worcester, Mass.

John B. Edwards of Weedsport, N. Y., is a director in the Weedsport Electric Light Co., formed with \$15,000 capital stock.

Henry E. Brevoort is interested in the Metropolitan Gas Co., recently formed to construct a plant in Detroit, Mich.

The Alaska Mining Co. has been formed at Bakersfield, Cal., with \$200,000 capital, by J. J. Mack and others of that town.

A. E. Hewitt of Huntington, Conn., is one of the incorporators of the U. S. A. Co., formed to manufacture hooks and eyes.

J. D. France of Allegheny, Pa., and others have formed the Manila Oil & Gas Co. The principal office will be at Pittsburg, Pa.

The Hygeia Filter Co. is a Michigan cor-

poration, capitalized at \$50,000, in which Louis H. Paddock of Detroit is a director.

The addition to the factory of the Reeves Pulley Co. of Columbia, Ind., will be 56x96 feet in dimensions and three stories high.

The Globe Iron Co. of Jackson, O., has determined to increase the capacity of one of its furnaces and add modern improvements.

Edwin T. Galloway and others have formed the New Jersey Stone Co. to manufacture artificial stone at Rutherford, N. J.

Henry Cooper and others of Paterson, N. J., have formed the Lipp Electric Machine Co. in that city to manufacture electric machinery.

W. M. Measey of Ridley Park, Pa., is a director in the Galloway Manufacturing Co., formed to manufacture brushes with \$10,000 capital.

The Central Novelty Co. has been formed to manufacture wire specialties at Indianapolis, Ind. Charles B. Clark may be addressed.

The Wolverine Glass Works will manufacture plumbers' supplies at Grand Rapids, Mich. Harold C. Cornelius is one of the directors.

The Ideal Insole Co., recently formed at

Saco, Me., will have \$100,000 capital stock. M. S. Hamm of Newton, Mass., is one of the directors.

The Greenfield Machine Co. is a new corporation in Massachusetts, capitalized at \$15,000. Henry E. Goodhill is one of the directors.

The Western Iron & Steel Co. of Lakeview, Wash., it is understood, will enlarge the capacity of its furnaces in order to use scrap iron.

G. B. Garrison of 41 Juliette street, Bayonne, N. J., is a director in the Exton Sand Co., formed for quarrying and smelting purposes.

The Hartley Silk Manufacturing Co., it is reported, has decided to build a mill at Toppen, Pa. The present plant is located at Alburtil, Pa.

A recent San Francisco corporation is the Floriston Paper Co., capitalized at \$400,000. Jules Levy of San Francisco is one of the directors.

The Duluth Furnace Co. has been formed at Duluth, Minn., for smelting ores with \$150,000 capital stock. John A. Thomas may be addressed.

Frank E. Munn of 326 Fifth avenue, New York, may be addressed relative to the Munn Envelope Co., formed to manufacture a patent wired envelope.

The Parlin-Orendorff Co. has been formed at Canton, Ill., with \$1,000,000 capital stock to manufacture farm machinery. William Parlin may be addressed.

The Home Brewing Co. is a recent incorporation at Atlantic City, N. J., with \$175,000 capital stock. The directors include Charles R. Myers of Atlantic City.

The Shaw Electric Crane Co. of Muskegon, Mich., has let contracts for the addition to its plant, which will be 160 feet in length. Machinery has also been purchased.

The Fosdick Tool Co. of Cincinnati, Ohio, it is announced, has let contracts for an enlargement of its plant which will give employment to 250 additional hands.

Plans are being prepared, it is understood, for a plant to be built by the Acme Clasp Co. of Chicago, Ill., which will be located on Clark-street. It will be four stories high.

The plant to be built by the Scranton Nut & Bolt Co. of Scranton, Pa., will have an output, it is reported, of 10,000 tons yearly. W. D. Zehnder is president of the company.

The E. W. Andrews Co., recently formed at Elmira, N. Y., with \$10,000 capital, includes C. V. Pulford and E. W. Andrews. It intends manufacturing patent incubators.

The enlargement to the plant of Messrs. Jones & Laughlin of Pittsburgh, it is understood, will represent an outlay of fully \$2,000,000 when the improvements are completed.

A dispatch from Cincinnati, O., is to the effect that the Cincinnati Street Railway Co. has determined to build its own rolling stock and will have a plant constructed for that purpose.

According to a report from Bethlehem, Pa., property has been purchased for an extensive iron works which will be built by a company in which John L. Fritz of Bethlehem is a director.

The Houser Lock Co. will manufacture a patent lock for doors at Bellefonte, Pa. C. C. Shuey may be addressed. It is stated that the company will construct a factory building immediately.

The plant to be erected by the Central Brewing Co. of New York, it is understood, will be five stories high and cost \$145,000. It will be located at the corner of Sixty-eighth and Exterior streets.

William H. Smith of 150 Nassau street, New York, is one of the directors of the Empire Smokeless Furnace Co., recently formed in New York city to manufacture apparatus for burning smoke.

The addition to the plant of Nordyke & Marmon, Indianapolis, Ind., will include one two-story building 243x60 feet and another one-story high and 252x60 feet. Several other buildings will also be erected.

A dispatch from Buffalo, N. Y., is to the effect that negotiations are in progress with the view of constructing a cotton mill in that city. Among those reported as interested are New England mill owners.

D. J. Sinclair of Steubenville, O., and others have organized the Ohio Valley Iron Co., capitalized at \$150,000. It is understood that they will purchase the Jefferson furnace and possibly enlarge its capacity.

A dispatch from West Chester, Pa., is to the effect that the Mineral Ridge Mining Co. has been formed, with \$150,000 capital, to develop deposits of iron ore recently discovered in Nottingham township, near West Chester.

Another beet-sugar company has been formed to construct a factory at Sioux Falls, South Dakota. The company expects to erect a plant which will be valued at \$500,000. Porter B. Beck is a director in the company.

According to a dispatch from Jeannette, Pa., a glass factory is to be built in that town by a company with \$100,000 capital. Simon Burns of Pittsburgh, president of the Glass Workers' Association, is reported as interested.

The Pencoyd Iron Works of Philadelphia, Pa., is reported as preparing to erect a steel plant in the suburbs of Norristown, Pa., for the purpose of obtaining material for the bridges which it builds. A. P. Roberts may be addressed.

The Grand Crossing Tack Co. at Grand Crossing Station, Chicago, Ill., is about to let contracts for a rod mill, and will purchase about \$200,000 worth of machinery. The mill will be built in connection with its present plant.

It is understood that a company called the Tidewater Steel Co. will operate the Wellman Steel Works at Chester, Pa. The company is to be capitalized at \$1,500,000, and includes George G. Graham and Edward F. Glenn.

According to a dispatch from Altoona, Pa., a site has been selected for an extensive works for manufacturing brick, sewer pipe and tile. Among those reported as interested is the Akron Pipe and Tile Association of Akron, Ohio.

[Continued on page 214.]

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### New Corporations.

The new bank being formed at Waycross, Ga., will have a capital of \$50,000.

It is understood that a new bank may be formed at Earlington, Ky., by local and other parties.

The Citizens' Bank has been formed at Milan, Mo., with \$28,000 capital, by M. L. Ehrig and others.

The Bank of Dallas, Ga., recently formed, has opened for business with W. S. Witham of Atlanta, president, and R. D. Leonard, cashier.

R. W. Huie is president; C. L. Meely, vice-president, and G. H. Locke, cashier, of the Citizens' Bank recently formed at Arkadelphia, Ark. The capital stock is \$50,000.

The Bank of Phoebus, Va., will begin business with \$30,000 capital. The officers are L. M. Tennis, president; A. Heinickel, vice-president, and H. K. Schmeltz, cashier.

The Bank of Chapel Hill, N. C., recently organized, will have the following officers: Julian S. Carr, president, and C. L. Lindsay, vice-president. It is capitalized at \$100,000.

Local business men of Fort Smith, Ark., have decided to form a fire insurance company with \$500,000 capital stock. W. J. Johnson and W. W. Webster are among those interested.

A correspondent of the Manufacturers' Record at Macon, Miss., writes that the Bank of Macon will be opened for business on June 1 with W. W. Shannon, president, and N. Scales, cashier. It will have \$50,000 capital stock.

It is understood that the Atlantic Trust Co. of Baltimore is the purchaser of the Traders' National Bank of that city. The company is now being formed. It is to be capitalized at \$1,000,000, with a surplus of \$500,000. Among those interested are George A. Dubreuil, John G. Hertel and George A. Blake.

### New Securities.

The Home Fire Insurance Co. of Baltimore has determined to increase its capital to \$200,000.

The city of Durham will vote May 1 on the question of issuing \$16,000 in bonds for school purposes. M. E. McCown is mayor.

Bradley county, Tennessee, will soon place on the market an issue of \$100,000 in road bonds. The county court may be addressed at Cleveland.

The board of aldermen of Starkville, Miss., have decided to issue \$12,500 worth of 6 per cent. bonds for school purposes. F. L. Wier is mayor.

The town of Jonesboro, Tenn., will place an issue of bonds on the market if authorized by the legislature. The town clerk will give further particulars.

The people of Wadesboro, N. C., will probably vote in favor of issuing \$25,000 in bonds for better roads. James A. Lockhart is one of the promoters of the plan.

A bill is pending in the State senate to allow Polk county, Tennessee, to sell \$25,000 in bonds for improvements. The county clerk may be addressed at Benton, Tenn.

The issue of bonds to be made by Knox county, Tennessee, will be sold on April 25 at Knoxville by G. L. Maloney, county judge. The bonds will bear 4 per cent. interest.

The Guardian Trust Co. of Baltimore has decided in favor of increasing its capital from \$1,000,000 to \$2,000,000, as proposed some time ago by the board of directors.

The city council of Danville, Va., is discussing the question of issuing \$100,000 in bonds for various purposes. E. M. Schoolfield is chairman of the finance committee.

The city of Clarksville, Tenn., will probably sell \$20,000 worth of bonds for water-works purposes if given authority by the legislature. The mayor will give further particulars.

New Hanover county, North Carolina, will vote May 2 on the question of issuing \$50,000 in bonds for road improvements. The county commissioners may be addressed at Wilmington.

A bill is pending in the legislature providing for an issue of bonds to be made by the town of Covington, Tenn., for various improvements. The town clerk will give further particulars.

The county commissioners of Bertie county, North Carolina, have determined to sell \$50,000 worth of 4 per cent. bonds at auction on May 1. E. E. Etheridge at Windsor, N. C., may be addressed.

The issue of bonds proposed by Washington county, Tennessee, amounts to \$200,000. A bill is pending in the legislature giving authority to sell this issue. The county clerk at Jonesboro will give further particulars.

The Maryland Casualty Co. of Baltimore is considering an increase in its capital from \$500,000 to \$750,000, with a surplus of \$600,000. The stockholders will hold a meeting in the near future to decide upon the matter.

The question of issuing \$25,000 in bonds for street improvements is now being considered by the city council of Biloxi, Miss. An additional issue of \$15,000 worth may be also placed on the market. The mayor may be addressed.

The proposed issue of bonds to be made by Union county, Tennessee, will amount to \$50,000, and will be used for road improvements. Legislative authority has been asked to issue them. The county clerk may be addressed at Maynardville, Tenn.

The Realty Trust Co. of Baltimore has determined to increase its capital by \$500,000. The additional stock will be sold at \$87.50 a share, or \$37.50 more than its par value. The increase will give the company a total capital of

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\$1,000,000 and a surplus of \$500,000.	
This is the company which has secured control of the Drovers and Mechanics' National Bank of Baltimore.	
Dividends and Interest.	
The Bank of Tarboro, N. C., has declared a dividend of 6 per cent. for the past year.	
The St. Charles Street Railroad Co. of New Orleans has declared a quarterly dividend of 1¼ per cent.	
The Border State Building Association of Baltimore has declared a dividend of 2½ per cent. semi-annual.	
The Fairmont Investment & Construction Co. of Fairmont, W. Va., has declared a dividend of 15 per cent.	
The announcement is made that the Paris Medicine Co. of Paris, Tenn., has declared a dividend of 30 per cent.	
The Charleston Savings Institution of Charleston, S. C., has declared a semi-annual dividend aggregating \$6000.	
The New Orleans & Carrollton Railroad Co. of New Orleans has declared a quarterly dividend of \$1.50 per share.	